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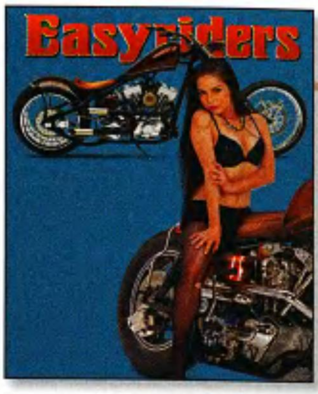

Tom Unger's Kirk Taylor Chopper shot by Mike Chase. Farout Frankie on Eric Stein's 1974 Boosted Brad Bobber shot by Brad Patton. Cover imaging by Jeff Biggs.

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We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**

ISSUE NO. 488
FEBRUARY 2014

Contents

BIKE FEATURES

Hitting the Parts Pile
Kevin Baas Saves the Old Stuff 8

Treasure Trove Tribute
Kyle Watson's 1946 WL 19

Sturgis Take 2
Boosted Brad Bobs the Original Belt Drive *(featured on the cover)* 46

Tumbleweed
Tom Unger is Rollin', Rollin', Rollin' *(featured on the cover)* 58

A Touch of Black Magic
Al Meyer's Tasty 1948 Flathead 70

Gettin' Your Kicks
Bad to the Bone '72 Triumph Bobber 78

SPECIAL FEATURES

Fowlerville Folderol: Fowlerville, Michigan Rodeo 26

Long Haul Comfort: Cruisin' Pegs Footrest Extensions from Aeromach 32

Biketoberfest XXI: All Grown Up and a Party Animal 34

BIKE SHOWS ARE COMIN' 52

Fiction: Tough as Leather 74

Easy Breathing: The Super Scoop from Wimmer Machine 94

DEPARTMENTS

Takin' It Easy 6

EasyNews 14

In The Wind 41

Fox Hunt Winner, Jenna 58

Fox Hunt Contest 64

Parts Box 76

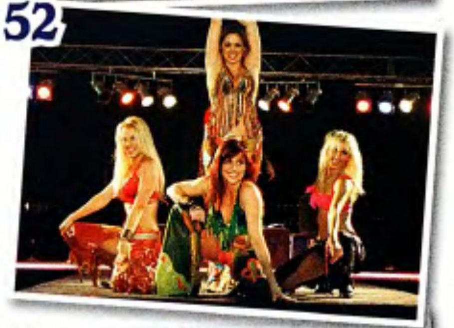
Passin' Gas 92

Readers' Rides 96

Advertisers' Index 98

26

34

52


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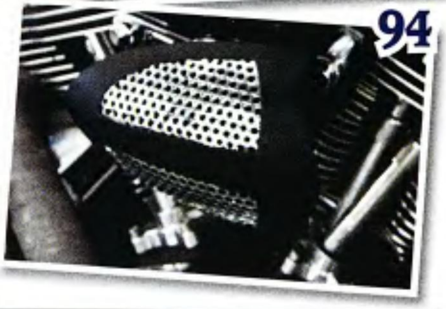
94


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The Audit Bureau

Blown Away

Burglars tried to break into a safe, but they unwisely chose to use an acetylene torch. The safe's contents contained a supply of consumer fireworks, and the resultant explosion literally blew them away!

Dick Delivery!

A man was charged with sexual assault for allegedly following a 50-year-old woman home, apparently intending to flash her. She made it safely inside before he could expose himself. But when she noticed some noise at the front door, she found that the man had stuck his penis through the door's mail slot.

One Way To Get A Head

A man was killed when driving an all-terrain vehicle. He decapitated himself on nearly invisible wire that was strung across a road as one of a series of booby traps he had installed to protect his marijuana plants.

A Human Brewery

A 61-year-old Texan is a human brewery—he just can't stay sober. Suffering from auto-brewery syndrome, his stomach produces brewer's yeast that goes into his blood stream, creating the exact same effect as beer. He gets drunk the moment he wakes up and stays drunk all day.

Doctors ran tests and discovered that the man's stomach produces an overabundance of yeast and literally turns it into alcohol. They checked his blood alcohol level and found it to be twice the legal limit.

The Living Dead?

A guy disappeared in 1994 and was declared legally dead. After reappearing, he went to court to get the ruling changed but his former wife opposed the move, saying she didn't have the money to repay the Social Security benefits that were paid to her and their two children after he was declared dead. The judge told the guy that he's still legally dead (whether he likes it or not).

How Close Is Too Close?

A teenager was in the hospital recovering from serious head wounds received from an oncoming train. He was asked how he received the injuries and told police that he was simply trying to see how close he could get his head to a moving train before being hit. Guess the idiot found out.

Oops!

When his .38 caliber revolver failed to fire at his intended victim during a hold-up, a would-be robber did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.

Another Awe-Inspiring Lawsuit

A woman was awarded $80,000 by a jury after breaking her ankle by tripping over a toddler who was running inside a furniture store. The store owners were surprised by the verdict considering that the running toddler was the injured woman's own son.

This Dog Was Provoked!

A man was awarded $14,500 plus medical expenses after being bitten on the butt by his next door neighbor's beagle, even though the beagle was on a chain in its owner's fenced yard. He didn't get as much as he asked for because the jury believed the beagle may have been provoked at the time of the butt bite because he had climbed over the fence into his neighbor's yard and repeatedly shot the canine with a pellet gun.

Sex Shouldn't Be Fun

In a YouTube video a well-known tea party activist elaborates on the biblical importance of childbearing and implores followers to "hold the line" on the principle that, "Sex is about the procreation of children. Sex is not about fun. If you want to have fun, read a book, go to a movie."

Little-Known Facts:

- A crocodile can't stick its tongue out.
- The cigarette lighter was invented before the match.
- On average 18 acres of pizza are eaten in America every day.
- More people choke on whole bananas every year than on ballpoint pens.

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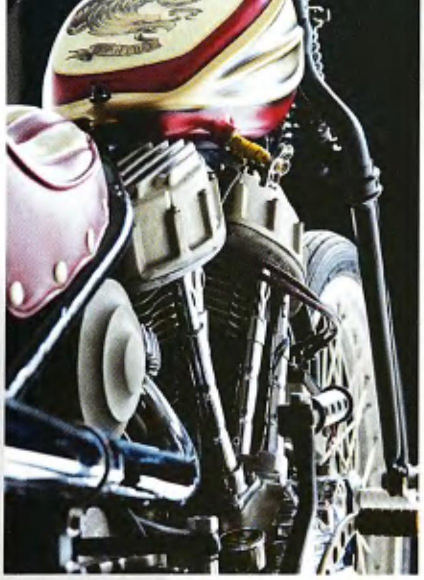
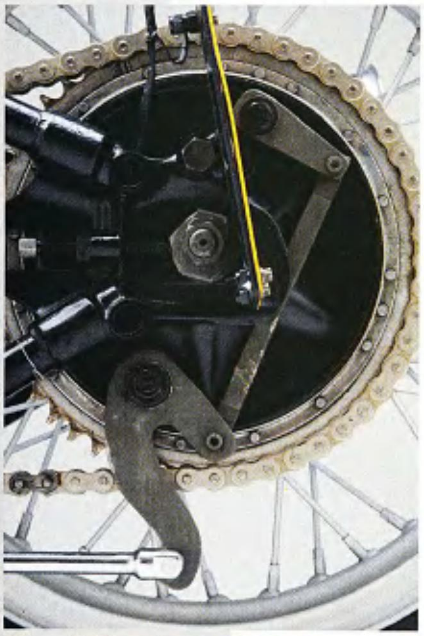


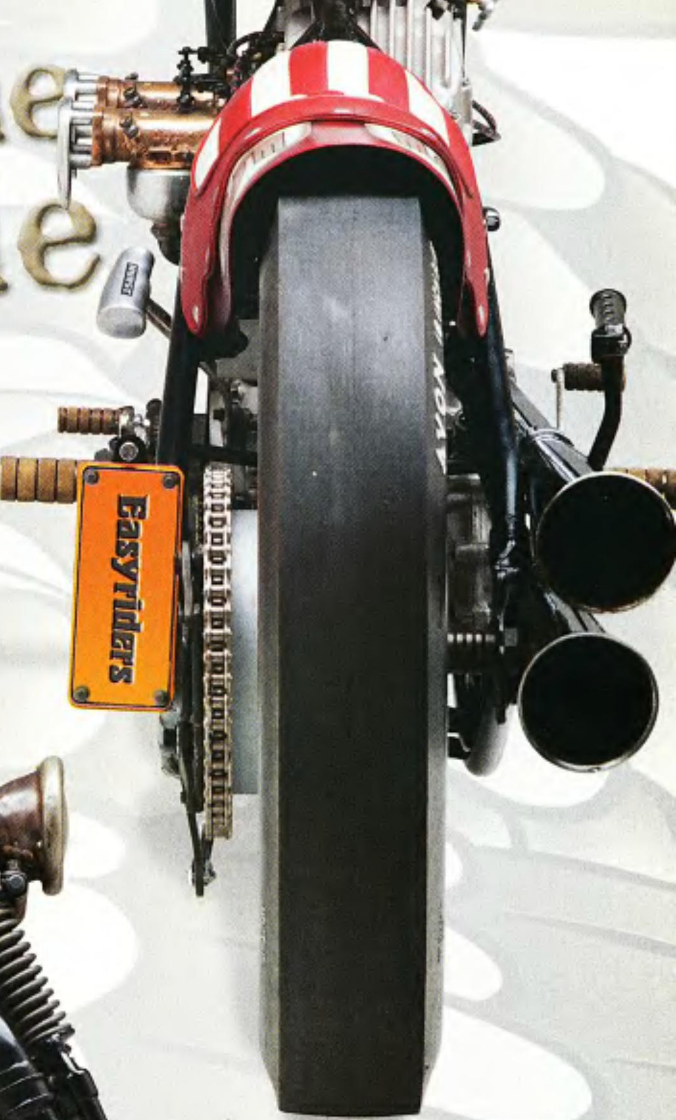


"Teach" Baas's latest show-stopper is a bare-bones, rough-and-ready drag bike circa 1952.

Hitting The Parts Pile

Kevin Baas Saves the Old Stuff

"I've been squirreling away motorcycle parts for years," says Kevin "Teach" Baas, "some of it going back to my junior-high days." He dug into that parts pile and used some his stash for this bike, and the high-school shop instructor in Minnesota, couldn't have mixed together a sweeter concoction.



Kevin "Teach" Baas

Kevin says that it all started with an invitation to participate in the Born Free bike show in California—perhaps the biggest and best vintage bike gathering in the country right now. "I'm usually working on three, four, maybe even five different projects at a time," Kevin tells us, so when he got the invite to Born Free, he turned an eye to what he already had going. "I figured there would probably be a lot of bikes with flashy paint and lots of chrome, so I thought I'd go with something simple, the Midwest style—bare bones, maybe a rough-and-ready drag race bike." A partially completed 1940 flathead project was a possibility, and so was a knucklehead bike Kevin had in the shop. "But then I spotted that 1952 motor I'd been saving," and about that same time a buddy called and said he'd just come across a basket case Harley with a set of original George Smith dual-carb panhead race heads on it. "Perfect," Kevin thought. "I bought that whole basket case from him and started from there."

The bike Kevin bought was a mess. Those super cool and rare dual-carb heads were sitting on a knucklehead lower, really just a bunch of parts thrown together to sell at a swap meet. "All I used from that whole thing were those heads and the 1948 frame," Kevin says. Everything else came out of the parts pile, including the front end, for instance. It's an original offset Springer H-D 1947. The handlebars on top are original panhead, now cut down into a sort of boardtrack/drag-race style. For wheels, Kevin laced up an old 18-inch aluminum Sportster rim to a Star hub out back, and for the front he used another aluminum rim, 21 inches, laced to a spool. Those George Smith race heads went onto the 1952 engine, now completely rebuilt to include a modified Joe Hunt magneto and an NOS set of Superior megaphone exhausts. Wide open all the way through, "They're loud as hell!" Kevin says.

Another buddy pitched in with that also

rare Avon drag slick, one more NOS find. "I don't think they've been made for decades," Kevin says. Originally planning to use a reproduction slick, that all changed when Kevin came home one afternoon to find that treadles Avon leaning up against his garage door. A skinny 2.75 x 21 Speedmaster went on up front.

Everything here isn't old, though. Some of it's brand new, like that good looking seat and tail section Kevin pounded out of aluminum. "And once I had that completed, I took it to my seat guy and asked him to do some kind of wild '50s carnival-like upholstery job," he says. "Red and white candy cane." Those guys with the sewing machines nailed it. "I then took it, and the old Wassell gas tank I was using here to my painter," he says, "and asked him to match the colors to the upholstery and make it look good." All this started last winter, right before the snow started flying. The whole project took about eight months to complete. And that Born Free bike show? He won First Place in the Panhead Class, of course. Was there ever any doubt?

—*Joe Kress*

Like those dual-carb heads? George Smith, Mr. S&S, built them in 1950.

Owner: Kevin "Teach" Baas
City: Lakeville, Minnesota

GENERAL
Designer: Kevin Baas
Fabrication: Kevin Baas
Year/make: 1952 Harley-Davidson
Model: Drag Race Custom
Assembly: Kevin Baas
Time: 6 months
Chroming: none

ENGINE
Year: 1952 Harley-Davidson FL
Rebuilder: Smiley's Cycle Works
Displacement: 74 cu. in.
Ignition: magneto
Cam: Andrews "J"
Carb: dual MR4 Linkerts
Air cleaner: Custom Cycle Engineering
Pipes: Superiors

TRANSMISSION
Year/make: 1952 Harley-Davidson
Shifting: 4-speed, jockey w/ Hurst shifter

PAINTING
Painter: Underground Art Studios
Type/color: DuPont/Baas Red, custom mix

FRAME
Year/make: 1948 Harley-Davidson
Type: wishbone rigid
Rake: stock
Stretch: none
Shocks: none

ACCESSORIES
Bars: panhead, cut down
Handlebar controls: Harley-Davidson
Fenders: custom aluminum tail
Headlight: eBay, old
Taillight: eBay, small
Pegs: Baas Metal Craft, brass
Foot controls: Baas Metal Craft
Gas tank: Wassell, modified
Oil tank: Baas Metal Craft, aluminum
Seat: Union Speed & Style
Mirrors: none
Grips: Harley-Davidson

FRONT END
Type: Springer
Builder: Harley-Davidson

WHEELS
Make: laced aluminum rims
Size: 21-inch front, 18-inch rear
Tires: Avon, Avon slick
Brakes: Harley-Davidson drum, rear only
Photos: Michael Lichter

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FED TASK FORCE TO RECOMMEND MANDATORY HELMET LAWS

The Community Preventive Services Task Force, appointed by the director of the Centers for Disease Control and Prevention (CDC), is about to make a recommendation that all states adopt universal helmet laws. It makes this recommendation in the belief that making helmets mandatory for all will result in fewer deaths and injuries, and health care costs will be less for injured motorcyclists who wear helmets. The agency also cites "fewer missed days of work for injured motorcyclists."

The American Motorcyclist Association is taking the Task Force to task, rebutting its claims of motorcyclist's disregard for their own safety and well-being, and asserting that motorcyclists are actually less likely than the general public to use public funds to pay for injuries sustained in crashes, and are as likely to be insured as other vehicle drivers.

For instance, treatment for motorcycle injuries is a tiny fraction of total U.S. health care costs. The AMA cites that 1.55 percent of U.S. health care costs are attributable to ALL motor vehicle crashes, while motorcycle crashes are a miniscule percentage of that figure. An interesting side note is that "un-helmeted" motorcyclists make up an even smaller portion of that health care pie; studies show that the majority of these costs are borne by private insurance.

Simple minded solutions to complex problems is the modus operandi of government. When in doubt, don't think, just ban it; or mandate it. *Source: American Motorcyclist Association*

THE INVISIBLE BICYCLE HELMET

Two women in Sweden have developed a revolutionary bicycle helmet they call the Hövding, that rings the rider's neck, instead of covering the head. Using airbag technology, sensors deploy the helmet in the event of an accident. The makers claim that compared to ordinary cycle helmets, Hövding provides the best shock absorption in the world.

The airbag is designed like a hood and made in an ultra-strong nylon fabric that won't rip when scraped against the ground. It contains sensors that are constantly monitoring the cyclist's movements when it is switched on. The sensors detect any changes in velocity or angle of the cyclist and can distinguish between normal cycling and accidents.

In an accident, Hövding detects the abnormal movement pattern and triggers the airbag. The inflation takes a tenth of a second (0.1 seconds) and the airbag is fully inflated before head impact.

In 2012 Swedish insurance company Folksam performed a test on the 13 most common cycle helmets on the market. The test showed that Hövding provides more than three times better shock absorption than any other helmet. *Source: www.hovding.com/en*

BAN THE WORD "GOVERNMENT"

In a small town court in Tennessee, the prosecutor took issue with the defense's referral to the prosecutors office as "the government," which it believed was being used in a derogatory manner. The prosecutor filed a motion in limine asking the court to order defendant's counsel "not to refer to the Assistant District Attorney General as 'the Government' during trial." In a motion for denial, the defense wrote, "The government has moved to ban the word "government." The State of Tennessee offers precisely zero legal authority for its rather nit picky position, and the defense can find none."

"...Should this Court disagree, and feel inclined to let the parties basically pick their own designations and ban words, then the defense has a few additional suggestions for

amending the speech code. First, the Defendant no longer wants to be called "the Defendant." This rather archaic term of art, obviously has a fairly negative connotation. It unfairly demeans, and dehumanizes Mr. Donald Powell. The word "defendant" should be banned. At trial, Mr. Powell hereby demands be addressed only by his full name, preceded by the title "Mister." Alternatively, he may be called simply "the Citizen Accused." This latter title sounds more respectable than the criminal "Defendant." The designation "That innocent man" would also be acceptable.

"Moreover, defense counsel does not wish to be referred to as a "lawyer," or a "defense attorney." Those terms are substantially more prejudicial than probative. Rather, counsel for the Citizen Accused should be referred to primarily as the "Defender of the Innocent." This title seems particularly appropriate, because every Citizen Accused is presumed innocent. Alternatively, counsel would also accept the designation "Guardian of the Realm."

There are tons more fun where this comes from, follow the link at the bottom of the article. BTW, the lawyer for the defendant did prevail.

Source: www.loweringthebar.net

COPS TASES WOMAN WHO REFUSED TO SHOW HER BREASTS

In Arkansas a woman claims that a cop chased her through her workplace, while shooting a Taser at her, all because she refused to show him her breasts. Ashlea Bennett is suing the City of Haskell and it's police officer, Brandon Carter, in federal court.

She claims Carter demanded that she expose her breasts to him after he entered her workplace while on duty and wearing his uniform. According to her claim, Carter's demands to the Plaintiff to expose herself to him occurred multiple times, and upon her refusal, Carter drew his City of Haskell-issued electroshock Taser weapon from his utility belt, pointed the weapon at plaintiff, and threatened to deploy the same against her if she would not expose her breasts to him.

According to the complaint, upon seeing the threat of unlawful force, the plaintiff took physical flight and ran from Carter, Officer Carter then proceeded to physically chase the plaintiff through her place of employment… while chasing the plaintiff, Carter activated and deployed his electroshock Taser weapon in drive stun mode numerous times at or directed at the plaintiff. That Carter did these actions with the intention of causing fear, imminent fear of bodily harm, and/or emotional distress to gain the plaintiff's compliance with his sexual demands.

Haskell, population 3,990, is about 30 miles south of Little Rock in Saline County. *Source: Courthouse News*

TOMMY FRYED

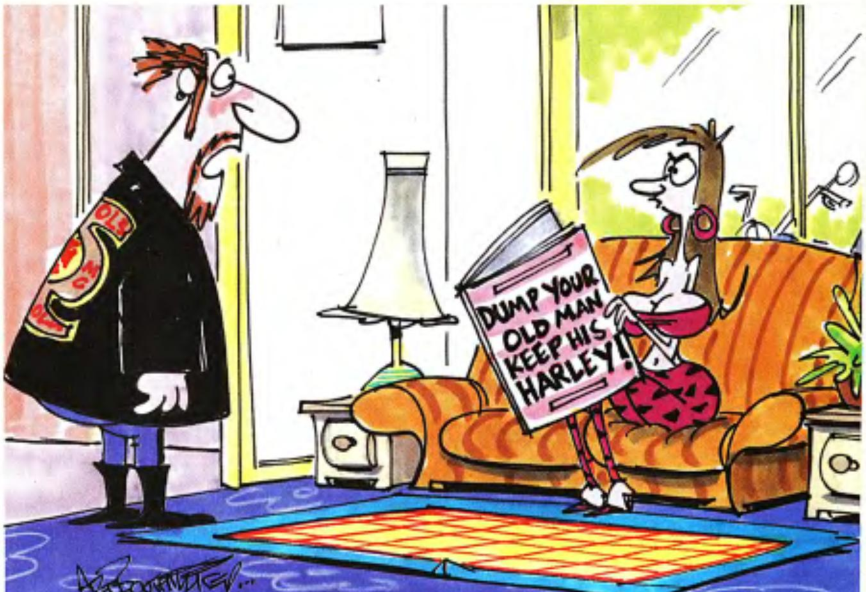
It is with a sad heart that we acknowledge the passing of a close friend of the *Easyriders* family, Tommy Fryed of the Fryed Brothers Band on October 30, 2013. Tommy and older brother Harry started the band in 1980 when Tommy was a mere 16 years old, and they subsequently played their hearts out across America at all the great biker

Photo: Felicia Morgan

rallies, to great critical acclaim. *Easyriders* dearly departed Roving Editor Rip Rose described them as "the epitome of biker bands," and Willie Nelson was so impressed he produced their *Roar Of Dirty Thunder* CD on his Pedernales Record label. He also sung the title track in duet with Harry Fryed. It is quite an honor indeed when Willie-friggin-Nelson sings your song.

The memorial was held the following Wednesday in Carmichael, California, and was attended by at least 1,500 friends of the band and well-wishers. A wake and send off followed at the Marines MC clubhouse nearby with food and drink and a hearty swapping of memories of all the good times shared over the years.

Tommy, pictured above, was a kind, smart, funny guy. Words don't describe how much we will miss him. He was a great musician, a fine friend and a father to five kids. If the Fryed Brothers and their music touched you over the years, you may be moved to contribute something to help his children. If so, please make a check to "Fryed Brothers Band" 3408 Barrington Road, Carmichael, California 95864.



"Do we need to talk?"

THEY'RE HERE! HARLEY INTRODUCES SURPRISE 500 & 750CC MODELS

For our December issue we contacted Jen Hoyer, Media Relations Manager at Harley-Davidson, to confirm or deny speculation of some new smaller displacement motorcycles coming from the factory. We received and published a confirmation from her that the Motor Company was indeed working on some smaller displacement motorcycles to attract young adults, new riders, and for the Rider's Edge rider training program. She declined to discuss the matter further at that time, so we thought we would have a long wait. About two months later, we receive a press release announcing that not only are the rumors true, but also that there are TWO new models about to launch, a 750 and a 500 and that they are coming out in mere months.

The Street 750 and 500 models were introduced at the EICMA Motorcycle Exhibition in Milan, Italy. While Harley is still short on details at this writing, we do know that the new bikes will feature a new 60-degree powertrain dubbed the "Revolution X." The two models, 749cc and 494cc respectively, are liquid-cooled, with single-overhead cams and four valves per head, so say goodbye to pushrods. The exhaust is routed two-into one.

The bikes feature 6-speed transmissions, belt drive, and seven spoke black alloy rims, 17-inch up front, 15-inch in the rear, with single caliper disc brakes. The tank and fenders are metal, and the bikes feature LED taillight and turn signals. Rider stance is for mid-mount pegs, with a two-up seat.

Photos: Harley-Davidson

The bikes, including the Revolution X power plant, for Canada and the United States will be assembled at the Kansas City, Missouri, plant, while bikes for foreign distribution, which right now includes India, Italy, Spain, and Portugal, will be assembled in Bawal, India.

The rumor mill is still churning, and reports of 250-300cc from Harley are circulating, but there is no official word from the factory. We won't even bother Jen on this one, as we already know the answer. *—Kit Maira*

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Per Jim Egizio, Harley Performance Specialist, at Illinois Harley Davidson, Who has the "SPRAGG" on his own bike

"I don't question it is more durable" 10/16/09

UPDATE 4/6/11 – Per Jim, " 3 Years No Issues!! "

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Treasure Trove Tribute

KYLE WATSON'S 1946 WL

Texan Kyle Watson rode a Harley while in high school, but as time rolled on he got into building muscle cars and hot rods. He and his wife, Elise, also developed three construction companies building houses and commercial buildings.

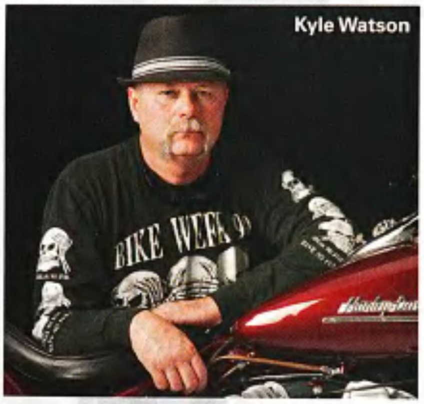
A tribute story with many twists and turns.

Their other enterprise is industrial oil and gas valves, a successful enterprise as a result of the ongoing boom in oil and gas production in the United States.

When Elise's brother, Art Carranza, a passionate rider and collector of vintage Harleys, passed away, Kyle decided to build a tribute bike for him. However, the tribute story took some twists and turns, when a treasure trove of old Harley parts Art had accumulated over the years was discovered in a dilapidated garage. "I ended up with a barn full of early 1940s to 1970s Harley components," Kyle tells us. "After cleaning out the garage, I gave it a push and it actually fell over. Here I was a car guy with all these old bike parts, some beyond saving, some still good. I started reading books about bikes and building them and thought about putting together a tribute bike for my wife's brother based on one of Indian Larry's bobbers."

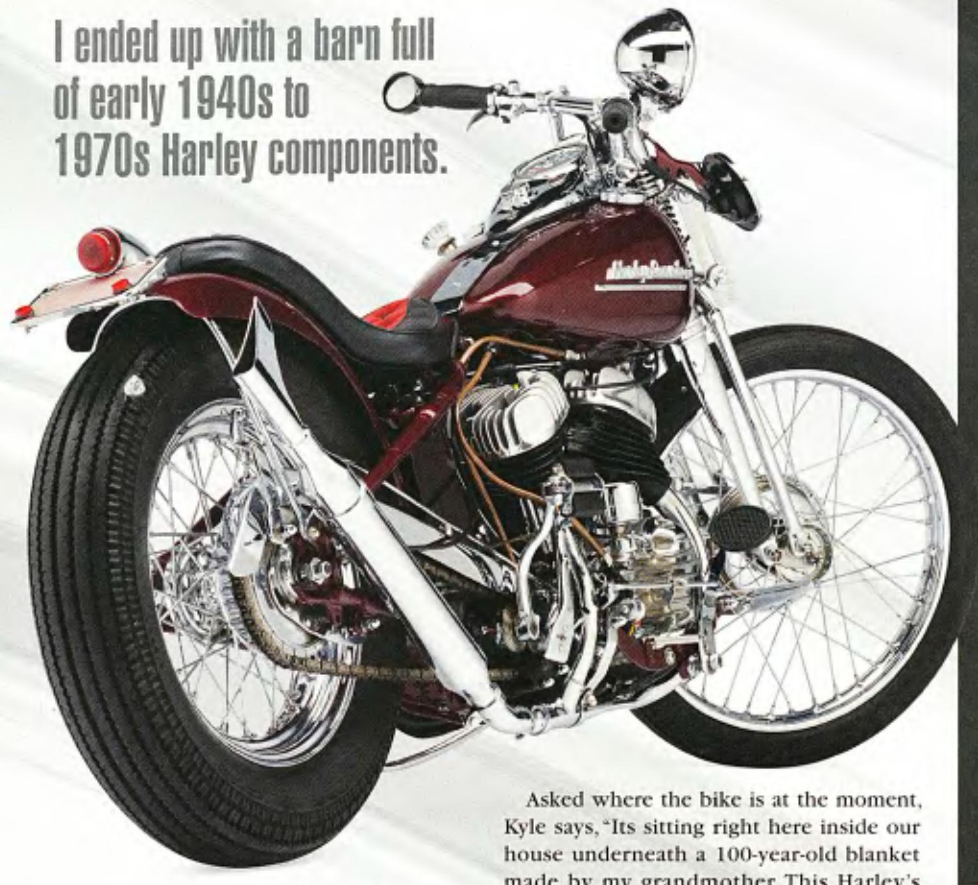
That planned changed when Kyle spotted a bunch of old cars parked on the side of road. He hadn't seen them before, but they had been there some time and weren't visible until someone decided to mow the tall grass revealing them. When Kyle stopped to check out the cars, he met the owner who told him he was having a bike built by a guy who specializes in old Harley-Davidsons. Kyle was then introduced to Tim Scates of Hemi Head Customs and they came up with a plan to build a tribute bike based around a 1946 WL.

Tim, who had built several show winners, offered to build the bike in trade for Kyle's collection of old parts. After Kyle contemplated the offer, they shook hands on the deal. "Tim did an incredible job," Kyle says. "It all worked out just as we planned. We took the tribute bike to the Easyriders Invitational Bike Show in Columbus and now here's the bike featured in *Easyriders*."



Kyle Watson

I ended up with a barn full of early 1940s to 1970s Harley components.



Asked where the bike is at the moment, Kyle says, "Its sitting right here inside our house underneath a 100-year-old blanket made by my grandmother. This Harley's going to be in the family forever."

—Paul Garson

Owner: Kyle Watson
City: Pinehurst, Texas
GENERAL
Designer: Kyle Watson/Tim Scates/Hemi Head Customs
Fabrication: Tim "Hemi Head" Scates
Year/make: 1946 H-D
Model: WL custom
Assembly: Tim Scates
Time: one year
Chroming: Atlas Plating (Houston)
ENGINE
Year/make: 1946 Harley-Davidson
Rebuilder: Tim Scates
Displacement: 45cu.in.
Cam: Harley-Davidson
Ignition: points
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Linkert
Air cleaner: 34 Ford hubcap
Pipes: 4D/Triumph
TRANSMISSION
Year/make: 1946 Harley-Davidson
Modifications: stock
Shifting: 3-speed
PAINTING
Painter: Wayne Winn
Type/color: maroon
Special paint: Wayne Winn
FRAME
Year/make: 1946 Harley-Davidson
Rake: stock
Stretch: stock
Shocks: none
ACCESSORIES
Bars: Time Scates
Handlebar controls: Harley-Davidson
Fenders: custom
Headlight: Bates
Taillight: aftermarket
Speedo: Harley-Davidson
Front pegs: Anderson
Electrics: Tim Scates
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Upholstery by Kimberly
Mirrors: aftermarket
Grips: Harley-Davidson
FORKS
Type: Springer
Extension: stock
Builder: Harley-Davidson
WHEELS
Front
Size: 21-inch front, 16-inch rear
Wheels: star hubs Harley-Davidson
Tires: Speedstar
Brakes: drum
Photos: Michael Lichter

BORN to be WILD
Born to tidy things up a bit around here
Chips
McLeady

TWO POWERFUL DAYS
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FOWLERVILLE

On the third weekend of August each year, the Easyriders Rodeo Tour rolls into Fowlerville, Michigan. This year, we were greeted with "Welcome bikers" signs and some fantastic weather. There was not one drop of rain during our entire visit to Fowlerville where daytime temps reached the mid-70s.

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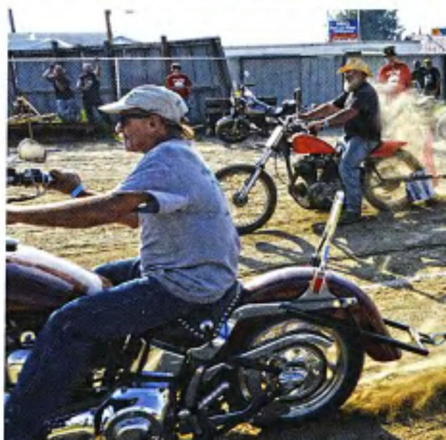
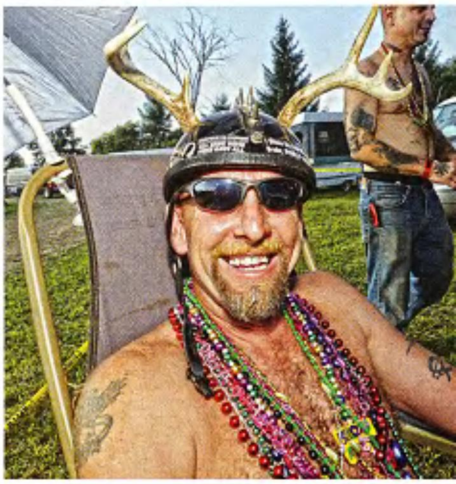
Remember to take this page with you when you're on the road– it's a handy guide to some of the best Harley parts and service around.

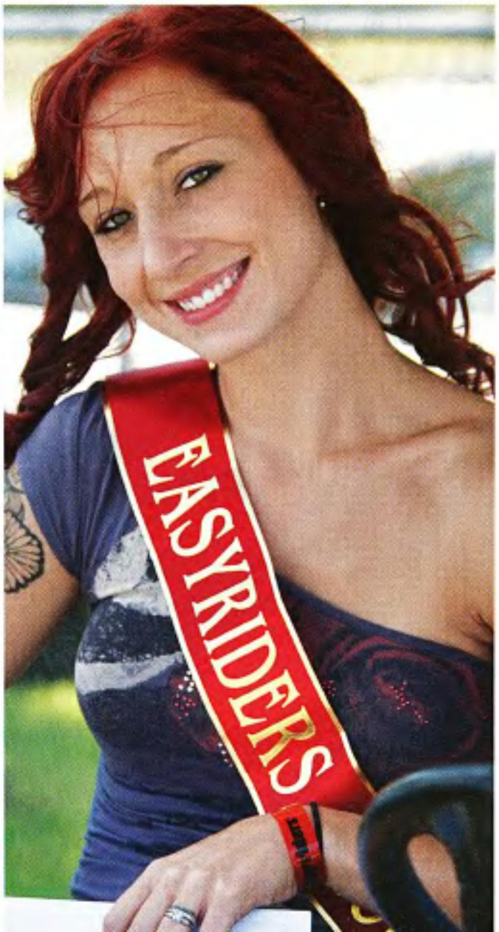
The gates opened at noon on Friday, as did the midway. There were 28 vendors waiting to sell motorcycle related goodies of every kind and plenty of beer and food to be had. Tattoo artists from Crazy Monkey and T-Cats were on hand to take care of your skin art needs and Mark Boone who plays Bobby on the hit TV show *Sons of Anarchy*, was on hand to sign autographs, take photos and hang with fans.

Live music rocked the stage all weekend starting with the acoustic sounds of Mace, followed by Odds and Ends, and then the Friday headliner, Jared Blake rocked out until the trophy girl contest later that night. The winner of the contest was Cherie Whiting, raised in Sturgis and now residing in Brooklyn, Michigan. When the midway shut down each night, bikers turned the entire campgrounds into a massive party with gatherings around campfires and plenty of good times.

On Saturday, the competitors were anxious to start the qualifying at noon. The top four in the Solo Gas and the Fuel Trike Pulls would move on to the finals as did the Tire Ride's top four. The Rodeo Finals started up at 5:30 pm and







the track conditions were almost perfect.

Up first were the Gas Trikes where our oldest competitor, 74-year-old Harold Tabor, pulled his way to the finals over Pam Albney from Richmond, Virginia. Up next was 10-time National Champ Robert Tabor going up against Charlie Brown. Robert won two heats and ended up running against his dad for the top spot. Harold showed Robert how it's done, winning bragging rights at the Tabor family dinner table and an extra slice of raisin pie.

The Slow Race came down to Robert Tabor verses his son, Jason. Riders were staging for the Tire Ride, while this father/son duo was still moving slowly to the finish line. Robert won by inches. North Carolina's Mixed Nuts Racing Team of Eddie Austin and Crystal Davis were the fastest in the Tire Ride.

The Solo Sled Pulls are always fun to watch, with one rider on two wheels pulling that weight transfer sled 200 feet. Most riders sit and shift their weight around, fighting the track. But Jason Tabor came off the line standing and remained so until the end. Jason and Pingo Burkhart of Iron Horse Custom Cycle in Barton, Ohio, put together one

strong Solo Sled that was hard to beat and Jason guided that burnt orange Solo to victory once again.

Jason went on to win the Barrel Race, with a time just over 17 seconds. Then with teammate Crista Emigh, the two were in a bite off during the wienie bite contest against Jim and Pam Albney. Crista's bite of 3.5 inches gave them first place.

The Top Fuel Trike class came down to Richmond, Virginia's, Jim Albney verses Mixed Nuts member Eric Moore. It was a classic duel between two veteran competitors on some powerful Trikes. Grinning from ear to ear and pumping his fist skyward, Jim prevailed.

Madison Rising played patriotic songs and southern rock on stage Saturday night, setting the crowd up for Cowboy (A Kid Rock Tribute Band). A large crowd was dancing and carrying on, having a large time at the Easyriders Rodeo. The wet and wild T-shirt contest followed, with ten tantalizing young ladies struttin' their stuff. Our winner was 27-year-old, raven-haired Mel Mulka, from nearby Howell, Michigan. She sure knows how to please a crowd.

Watch right here next month as we take you to all the awesome action of the Grand National Motorcycle Rodeo in Chillicothe, Ohio! *—Big Tom*

Photos: Billy Tinney

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LONG-HAUL COMFORT

Cruisin' Pegs Footrest Extensions from Aeromach

Harley's baggers are great riding bikes. Their ergonomics are first class, except that for long hauls, a secondary or cruising foot position is an option that most riders appreciate. The difficulty is determining where to locate the secondary footpegs so they provide comfort without compromising the bike's styling or maneuverability.

The two most common approaches are installing them on an engine-guard bar or bolting extended footpegs to the frame's downtubes. These locations work for lots riders, but what if you don't want to run an engine guard or find that your legs aren't comfortable with the downtube footpeg position? How about pegs that are mounted forward and above your floorboards?

Aeromach USA has developed Cruisin' Pegs mount to the underside of Harley's floorboards. For proper rider comfort, they can be set in one of three positions: close-in, middle, and way out. They are made to fit both the traditional Harley floorboards as well as Harley's Sweptwing floorboards. The footpeg mounting arm is available in smooth, ball milled, flame and tribal patterns

We installed a set of the smooth arm mounts on a 2006 Heritage. Installing the mounts requires drilling five holes in each floorboard to mount the stiffeners. Other than the drilling operation, everything else is done with basic hand tools. The whole job took about 2 hours. For the leg reach adjustment, the arms were set to the close-in position.

We thoroughly enjoyed our test ride down the 101 Freeway; our legs were at a height that was out and up, so they were very relaxed; yet we weren't rocking backwards. For city street traffic, we folded the footpegs up out of the way. The Cruisin' Pegs are just the ticket for riders looking for a comfortable, alternative foot position.

The floorboard mounts are available direct from Aeromach.

—*Wendell Christopher*

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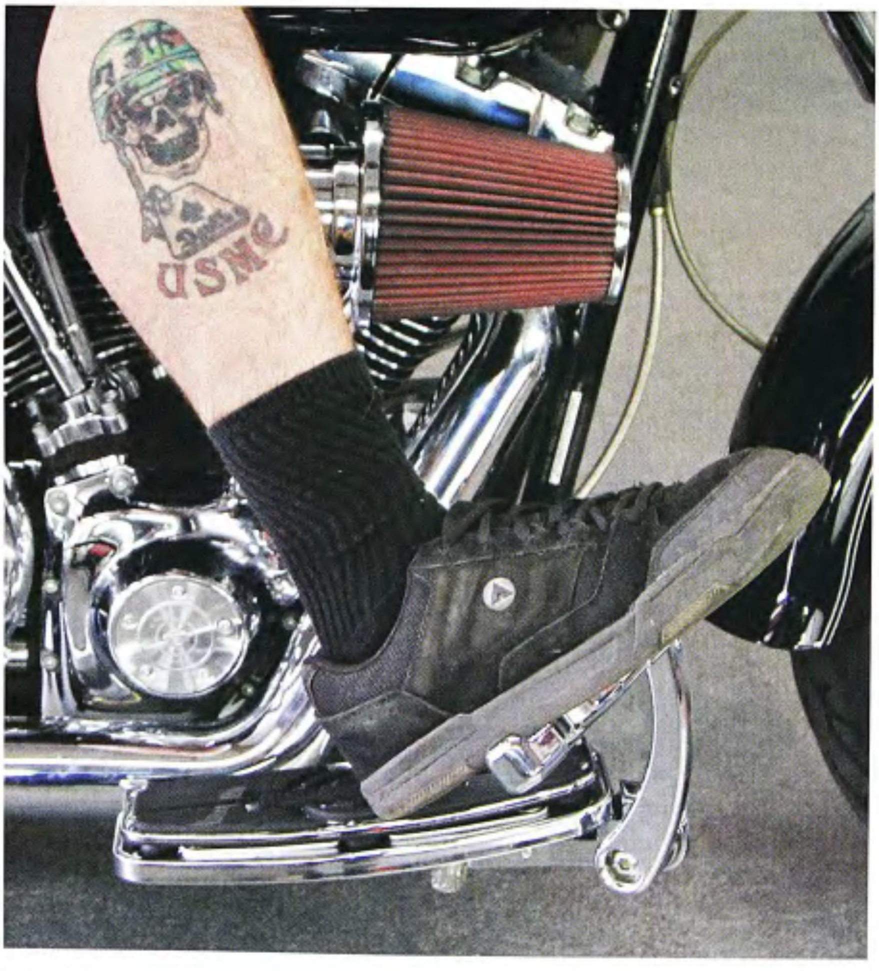
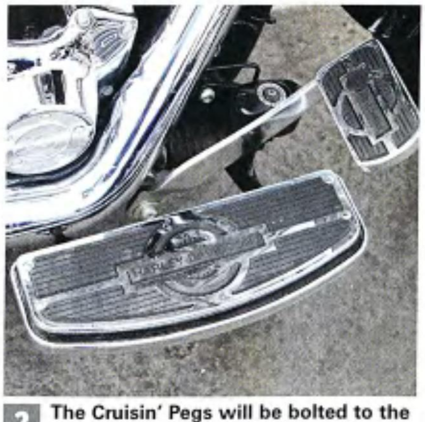


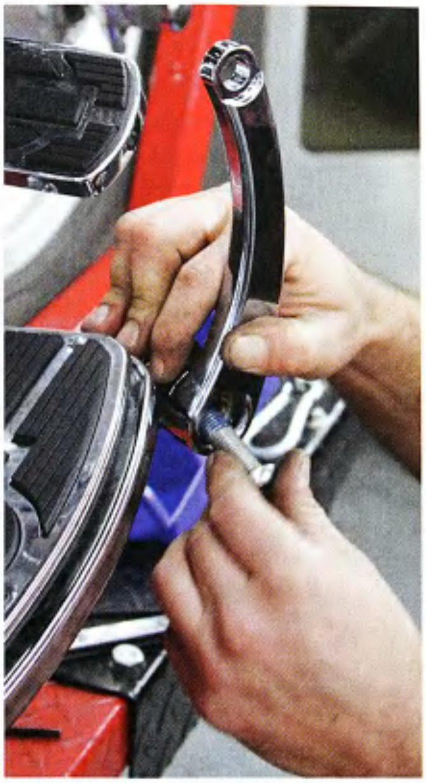
1 The footpeg kit includes everything you need to install them.



2 The Cruisin' Pegs will be bolted to the bottom of the stock Harley floorboards. There will not be any fasteners showing on the rubber matting.

3 Each floorboard is held on with two special shouldered bolts and lock nuts.

7 Two of the bolts that attach the stiffener plate also secure the footpeg mount.



9 The peg mounting arm assembly is then bolted to the peg mount.

4 Stiffener plates are installed under the mats on the top of each floorboard.

8 The inner mounting spacer is bolted to the peg mounting arm.

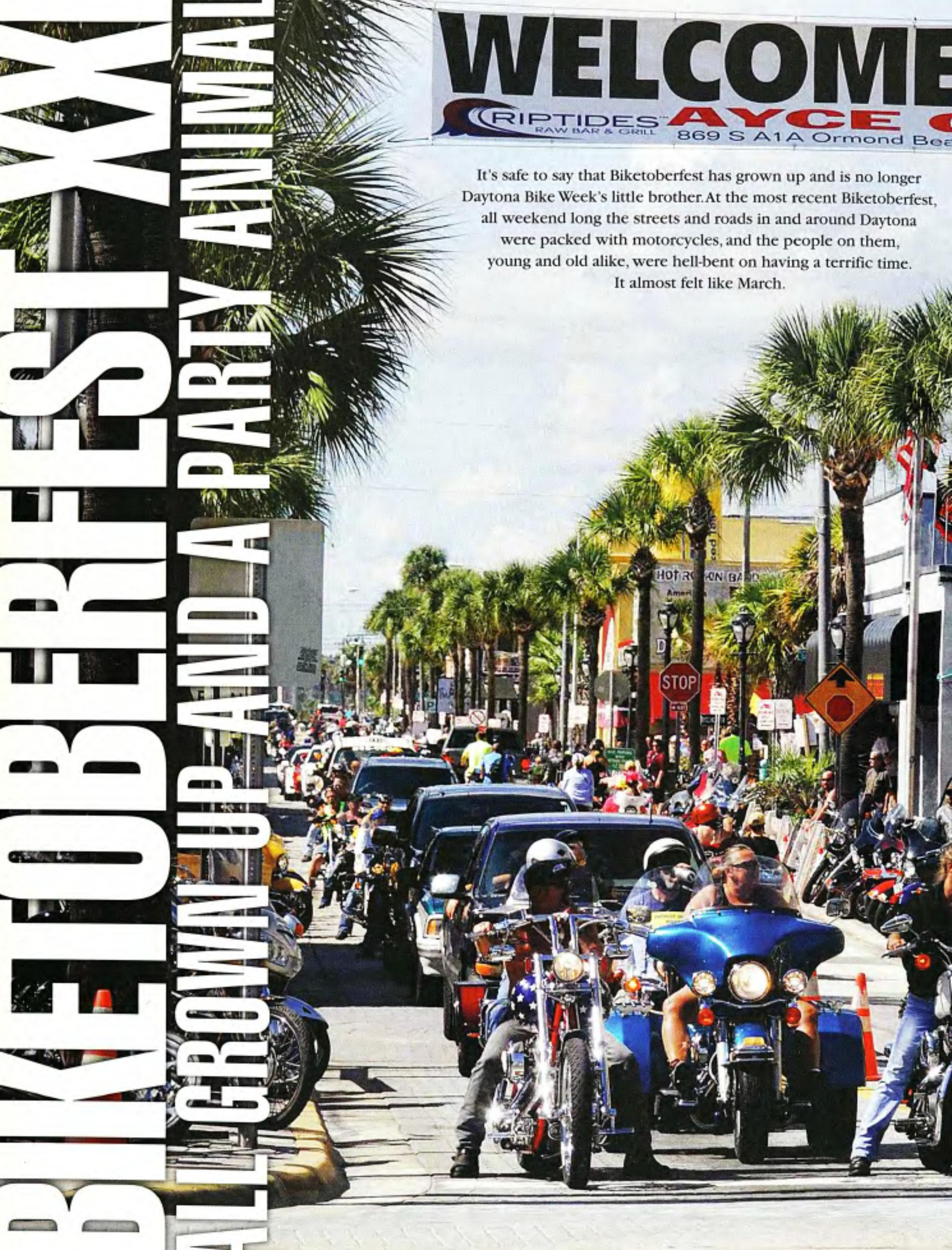
5 We used the stiffener plate as a drill jig; five 13/32-inch holes need to be drilled in each floorboard.

6 The stiffener plates are attached with flat head Allen bolts.

10 Lastly, the folding footpeg is bolted to the mounting arm and the installation is finished.

Photos: Wendell Christopher

BIKETOBERFEST
ALL GROWN UP AND A PARTY ANIMAL



It's safe to say that Biketoberfest has grown up and is no longer Daytona Bike Week's little brother. At the most recent Biketoberfest, all weekend long the streets and roads in and around Daytona were packed with motorcycles, and the people on them, young and old alike, were hell-bent on having a terrific time. It almost felt like March.

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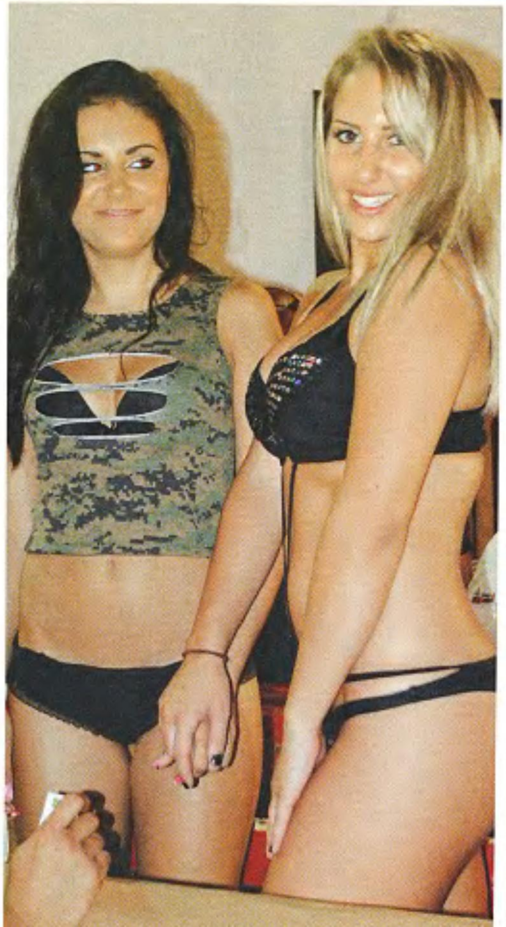
The epicenter was, as always, Main Street, and for most of the weekend, you needed a crowbar to pry your way through the throngs of party animals. From Dirty Harry's and the Boot Hill Saloon, to Froggy's and the Bank & Blues Club, the joints there were jumping with wall-to-wall bikers pouring in and out of them all night long.

At the beach end of Main Street, the classic Boardwalk Bike Show attracted dozens of the South's finest examples of two-wheeled craftsmanship on Friday, and some 57 trophies were given away. On the other end of Main, Beach Street was just as hectic and crowded. Here, vendor row was going full blast, mostly on the waterside, while across the street stores like Carl's Speed Shop and the Daytona H-D dealership were doing brisk business. Most notably perhaps was the fact that the new Indian Motorcycles had a busy store there.

From there you could go north along US 1, which led you past row after row of vendors and right past the Last Resort, the Iron Horse Saloon, the Broken Spoke, all the way out to the White Eagle, an old-school biker bar with great vibes, vendors in the back, live music, and, as luck would



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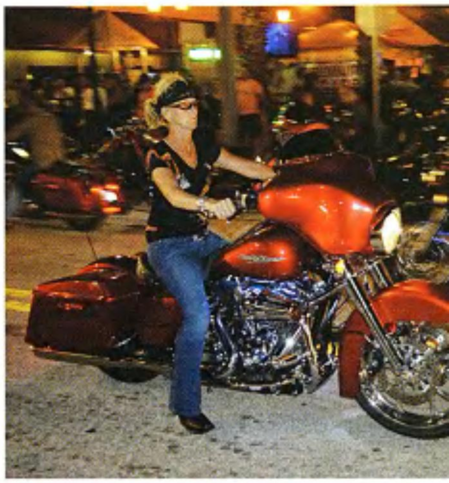

The
BROKEN SPOK

SONS OF ANARCHY
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WWW.SEGALFINEART.COM
David Mann Art

have it, some sort of beauty contest that started up right when we got there.

Bruce Rossmeyer's Destination Daytona is a veritable village of biker goods and services. Rossmeyer's is the biggest Harley-Davidson dealership in the region, and the folks there know how to throw a good party, bringing the weekend to a wild climax with a Molly Hatchet concert on Saturday night, free to all who wanted to show up.

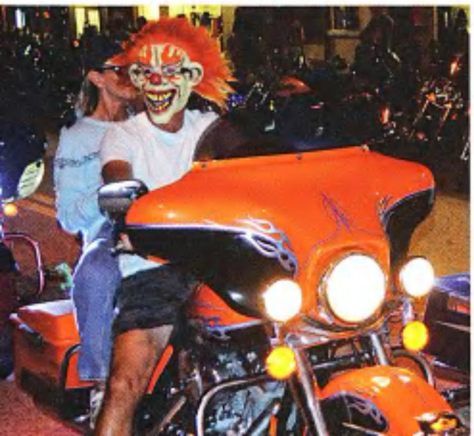
The Broken Spoke saloon offered live music by Genevieve and Jasmine Cain, as well as a bike show, the Hogs and Heifers wenches, and tons of other cool stuff. Of course, the always loquacious Jack Shitt emceed, and burnouts in the brand-new pit were always only a whiskey challenge away.

The Daytona 200 Speedway was also packed with vendors and Victory Motorcycles offered test rides. For 25 bucks you could even check out the races that were going on all weekend long on the racetrack.

One morning, I took a break from all the partying and headed south to the Ponce Inlet Light House. Climbing up its 213 steps to the top gets you puffing, but the view is well worth it.

Invigorated, I headed back to the madness of it all, trying to survive the rest of the weekend. It wasn't easy, but by Sunday evening the crowd had thinned enough to where you could even have a—sort of—quiet drink in Main Street's self-proclaimed oldest biker bar, Dirty Harry's, where they have been "serving bikers since the 1940s." But as the four television screens assaulted my senses with sports, Homer Simpson, a looped transmission of Main Street activities, and music that alternated from country to hip hop to '70s rock and even rap, I wondered what it must have been like in here, way back in the day when Biketoberfest was merely a gleam in some biker's eye. *—Kai*

Photos: Kai R.



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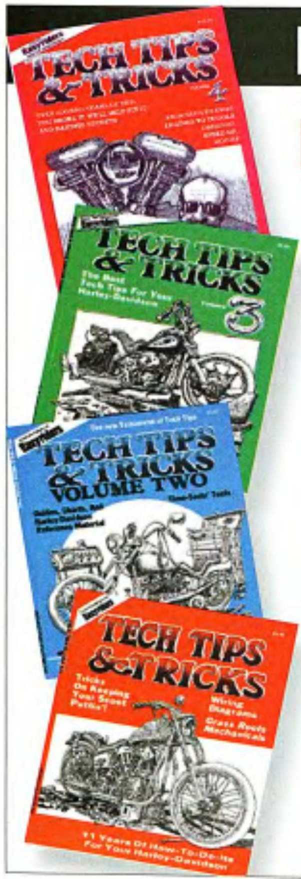

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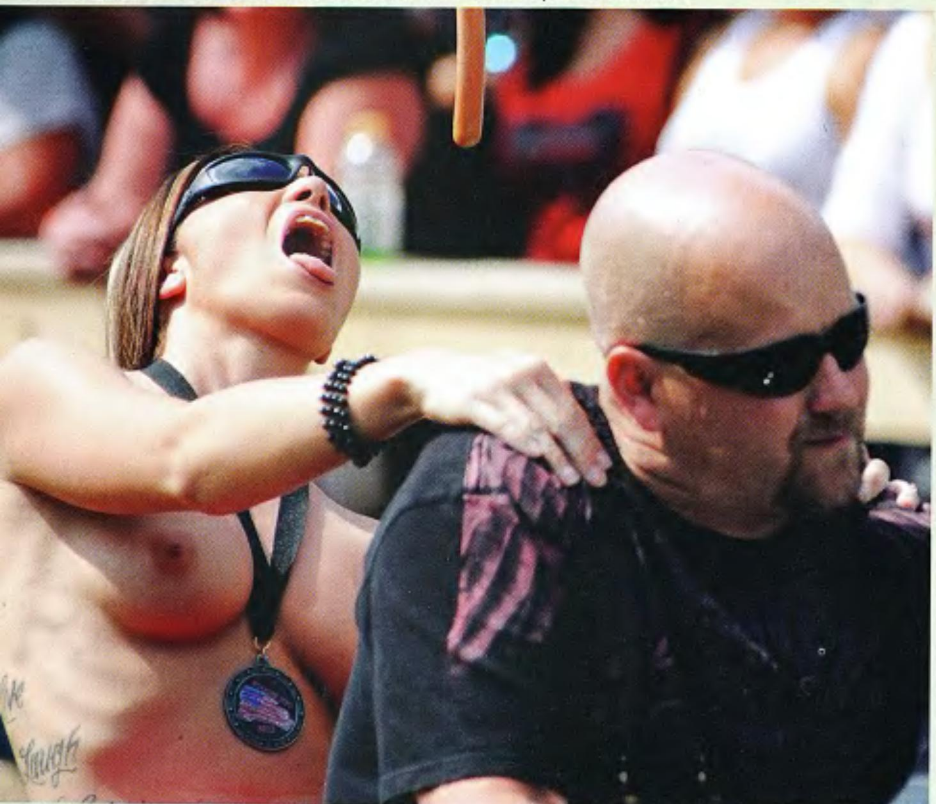
—Don Rogers, Waleska, Ga.

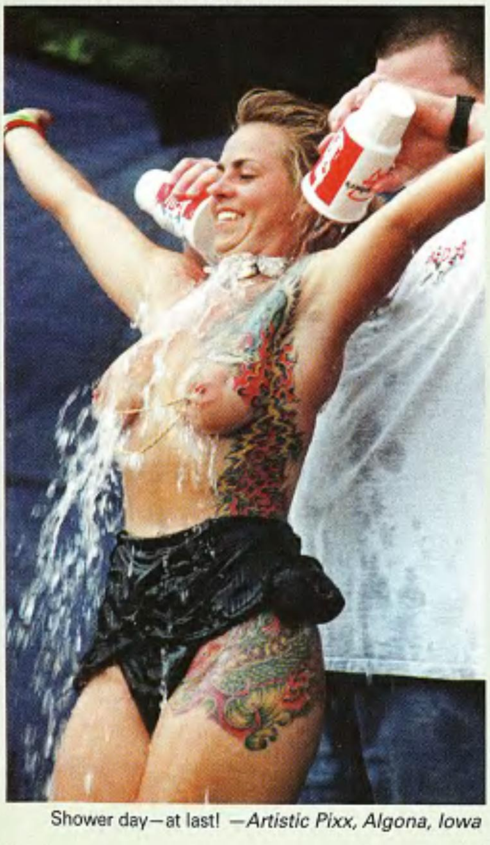
He got a red Harley-Davidson, and, man, he likes to putt it around... —*Stripe, Lee's Summit, Mo.*



Welcome to the Really Hungry Games. —*Paul Shermer, Greensboro, N.C.*

Franchesca. —*The Boyscout, Columbus, Ohio*

Gimme some leg, baby. *—Lou Camerota, Roar To The Shore, New Castle, Del.*



Shower day—at last! *—Artistic Pixx, Algona, Iowa*

Experimental mobile dog park hits the road—*bow-wow!* *—Don Rogers, Waleska, Ga.*

Bikes and battleships at Boot Ride 2013. —*Terry Bert, Frazier Park, Calif.*

The Venusians have landed! —*Lou Camerota, Roar To The Shore, Del.*

Welcome to the neighborhood, honey. —*Paul Shermer, Greensboro, N.C.*

South Gate represents at the MMA L.A. Toy Run. —*Kim Peterson, Los Angeles, Calif.*

Hello, Pizza Man? —*Don Rogers, Waleska, Ga.*

Each month the best pictures our readers send us are printed here. We prefer digital art, but can also use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay $50 for each full-page color photo, $30 for half-page color photos, $20 for color photos printed smaller than half-page and $20 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: ***Easyriders*** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Sturgis TAKE 2

Boosted Brad Bobs The Original Belt Drive

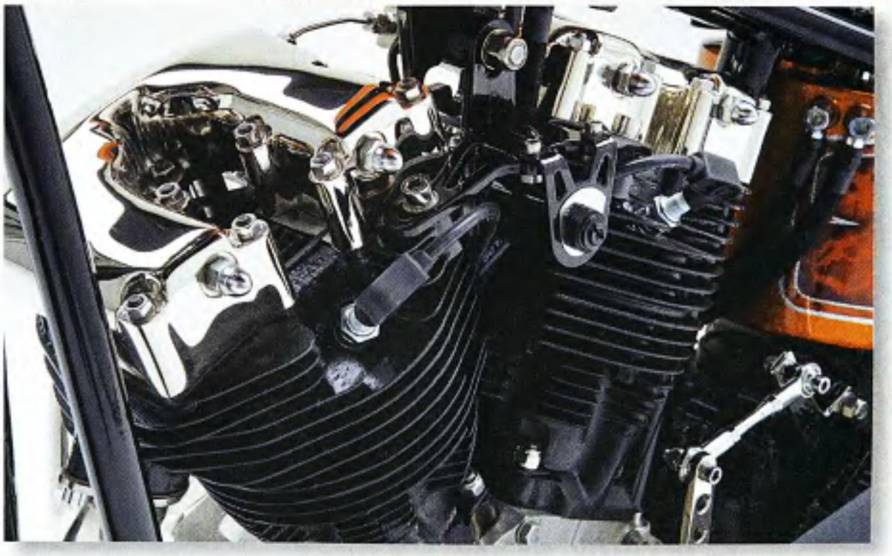
Brad Barnes found this bike at an auction about five years ago. It didn't look anything like it does here, but it was still pretty cool. "It's an 1981 Sturgis model," Brad says. "Somewhere along the line the frame had been swapped out for a Santee FX and the original engine cases had been changed. Everything else, though, was stock." Brad got a good deal on this rolling and running parts mixup, so he brought it back to his shop, Boosted Brad's in Dyersburg, Tennessee, thinking he'd clean it up a little and sell it as is. That plan changed right away when a friend, Michael Emerling from Chattanooga, dropped by the shop and got a look at the bike.

With a bagger and a rigid already home in the garage, Michael saw this swingarm Sturgis as a nice addition. He bought it, asking Brad if he could make something even

Skinny as a broomstick, the bike's a show-winner and a blast out on the road.

cooler out of the bike. In the meantime, he rode it around for about a year. Satisfied that the bones were solid, and with paperwork claiming a recent engine and transmission rebuild (believable because the thing ran great), Michael finally turned the bike back over to Brad and let him get to work on mostly the cosmetics, as the '81s mechanicals were just fine.

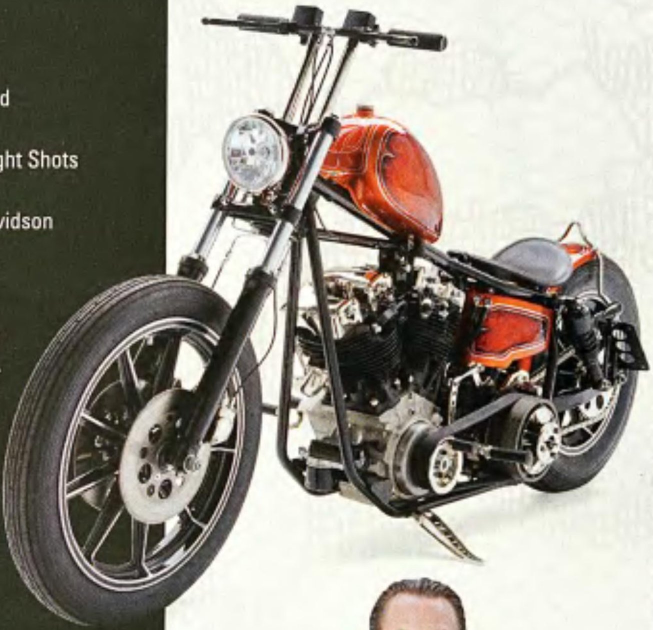
Liking the skinny, lane-splitter architecture of that Sturgis and its smooth ride, Michael wanted even more of all that from the re-do. Brad tore it all down and started up again from the bare frame. Keeping that swingarm Santee, he cut off the fender struts and worked up a new rigid-style rear fender. He made up some new handlebars and pipes that he nickel plated and, after trimming away all the unnecessary bumps and brackets on the frame, brought it and the



Owner: Michael Emerling *(below)*
City: Chattanooga, Tennessee
GENERAL
Designer: Michael Emerling/ Boosted Brad
Fabrication: Boosted Brad
Year/make: 1981 Harley-Davidson
Model: FX
Assembly: Brian Davison/Brad
Time: 1 1/2 years
Chroming: ChromeMasters
ENGINE
Year/make: 1981 Harley-Davidson shovelhead
Rebuilder: Boosted Brad
Displacement: 80 cu. in.
Ignition: Dyna, single-fire
Cam: S&S
Carb: S&S "E"; XXX modified
Air cleaner: FMA
Pipes: Boosted Brads Straight Shots
TRANSMISSION
Year/make: 1981 Harley-Davidson
Shifting: 4-speed
PAINTING
Painter: Boosted Brad
Type/color: House of Kolor/ Kandy Tangerine, Root Beer
FRAME
Year/make: 1981 Santee
Type: FX swingarm
Rake: stock
Stretch: none
Shocks: Burly Brand
ACCESSORIES
Bars: Boosted Brad
Handlebar controls: Brembo
Fenders: Boosted Brad
Headlight: Drag Specialties
Taillight: Billet LED
Pegs: Harley-Davidson
Foot controls: Harley-Davidson
Gas tank: peanut
Oil tank: Harley-Davidson, modified
Seat: James Carter
Grips: Arlen Ness
FRONT END
Type: 35mm Glide, 4 inches under
Builder: Boosted Brad
WHEELS
Make: H-D Sturgis
Size: 19-inch front, 16-inch rear
Tires: Avon, Shinko
Brakes: Harley-Davidson
Photos: Don Rogers
Contact: Boosted Brad's 731-287-7096

original Sturgis wheels to Chewy's Custom Powdercoating for a gloss-black treatment.

"We kept the stock H-D 35mm triple trees," Brad says, shaving them and the fork legs silky smooth. It's all the '81 Sturgis stuff, just like the wheels, but looking lots better now. "We did modify the frame a little to mount an old horseshoe oil tank," Brad says. It's a small, narrow tank and set up for a 6-volt battery. One of those super-small/super-powerful Ballistic 12-volt lithiums slipped right in solving that electrical problem. Brad came up with a peanut tank to top off all of this, kind of like an old Wassell. The seat, he says, began with one of the pans offered at the shop. A nice little shape, Brad

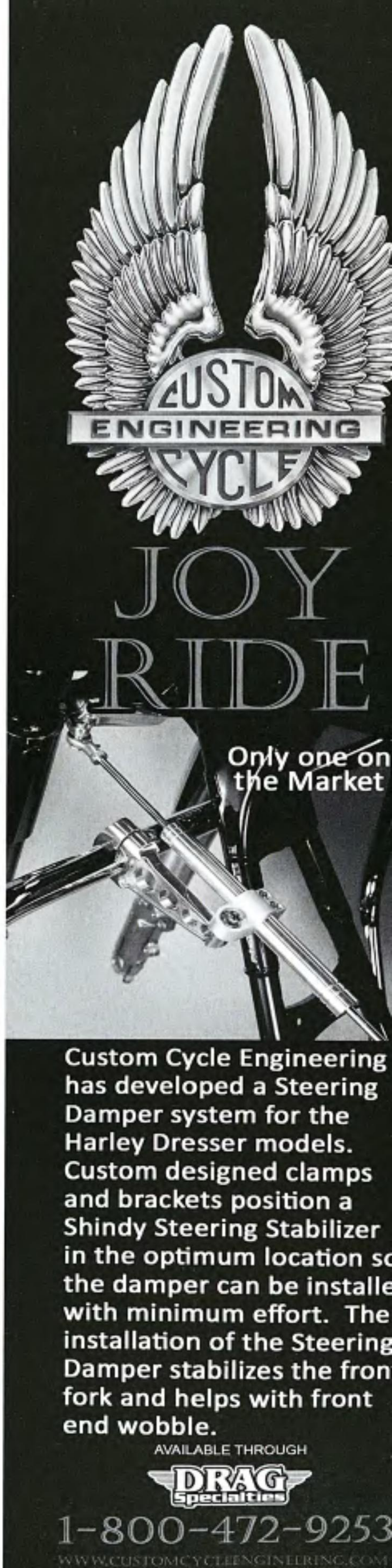


says it keeps you from sliding off backwards when you hit the throttle.

All this was painted right at Boosted Brad's using candy Tangerine and Root Beer from House of Kolor. A little Pagan Gold went into that Root Beer, just because, and Brad finished it all up with some lace patterns and flames. No one involved here, not Michael and not Brad, was in any great hurry so the project took about a year and a half to complete. Brian Davison, one of the techs at Boosted Brad's, was able to take his sweet time with a careful assembly.

The new-look Sturgis was completed just in time for last February's Easyriders Bike Show in Nashville winning "Best Of Show" and an invitation to the finals. And at the Columbus Invitational, the '81 took "Best In Class." But it's out on the road where the fun with this one really starts. "We had it out just last weekend," Brad says. "Ending up in a sea of baggers." No surprise, the chopped-down Sturgis got as much, or more, attention as anything out there.

—Joe Kress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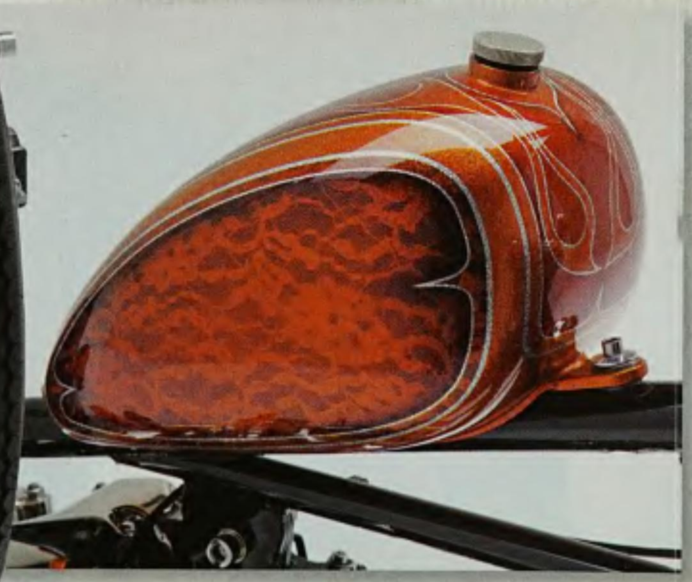
Under all the cool it's a 1981 Sturgis model. Somewhere along the line the frame had been swapped out for a Santee.



This month's *Easyriders* girl is farout Frankie, who was giddy with anticipation at shooting for Easyriders and strutting her stuff on Michael Emerling's 1981 Harley shovel by Boosted Brad.

EASYRIDERS BIKE SHOWS

The Easyriders Bike Shows Are Comin'!

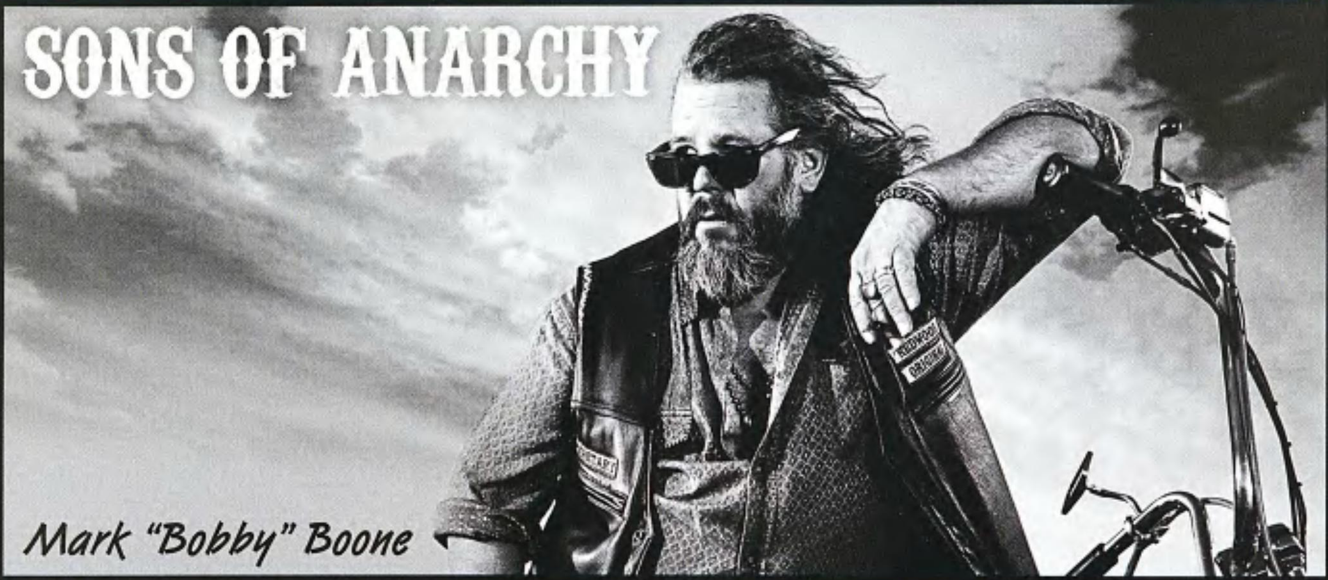
It's Bike Show season once again and to whet your appetite to visit the Easyriders Bike Show near you, we've put together this showcase of all the fun that took place last year. The Easyriders Bike Shows are where our editors discover the coolest custom bikes from coast to coast. Maybe even bikes like yours! So why not bring that dazzling scooter of yours to an Easyriders Bike Show. You may take home a trophy and prizes—maybe even get your bike photographed for a feature in *Easyriders,* just like the bikes shown on the following pages which were all show winners from the 2013 Easyriders Bike Show Tour. We had Mike Lichter photograph them and all appeared in *Easyriders* or *Road Iron*.

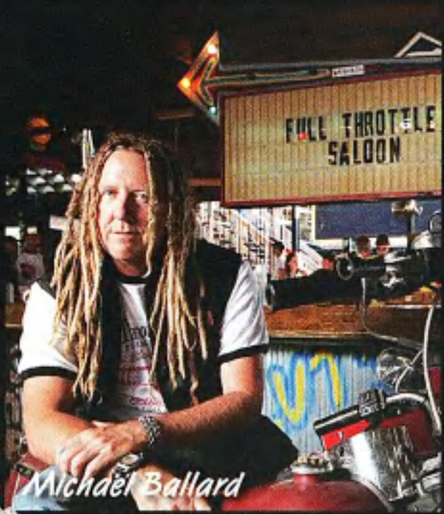
This year's Bike Show Tour for 2014 will be the best ever. Meet, get autographs and photos with *Sons of Anarchy* star Mark "Bobby" Boone. Plus Michael Ballard and Angie from TruTV's series *Full Throttle Saloon* will be on hand to meet and greet you at our Charlotte, Nashville, and Columbus shows.

You'll find a killer collection of David Mann's artwork on display throughout the tour, rock out to live music, and the Purrfect Angelz will be there to thrill crowds with their sexy dance numbers.

All this and more awaits you at the Easyriders Bike Shows!

— Dave Nichols





Easyriders 2013 Bike of the Year
Jon Shipley's 2010 Firefighter Tribute

Paul Yaffe's 2013 Dream Bagger

Rick Brey's 1981 KRB Kustom Shovel

Stacy McCleary's 2010 Shovel Bobber

John Creemur's 1957 Digger

Keith Drum's 2013 KD Custom Chopper

Todd Deskin's 1998 Bagger Nation Softail

Phillip Cannon's 1995 Loose Cannon Evo

Duane Jordon's 1971 Surf Cycles Sportster

Bryce Cole's 2013 Purple Pan Chopper

Jeff Montgomery's 1950 Shovel Chop

Roger Bileau's 2012 Camtech Street Glide

Shane Phillip's 2011 Camtech Road Glide—Bagger of the Year

EASYRIDERS BIKE SHOWS

ENTER YOUR BIKE!

To learn how to enter your bike in our Easyriders Bike Shows call 800-962-9857 or visit www.easyridersevents.com for complete event information, videos and photo galleries of past events, and more.

Each Regional Show will have a Spectator's Class and a Judged Class with over 59 total awards given out at each show. The Best of Show winners in both Judged and Spectator's Classes will be reviewed by our editors for a possible bike feature in one of our magazines.

No matter where your motorcycle places, our roving judges/editors might take a liking to your scoot and have it shot for a bike feature.

2014 DATES AND LOCATIONS:

JANUARY 4, 2014

Anaheim, CA • Anaheim Convention Center

JANUARY 11 & 12, 2014

Sacramento, CA • Sacramento Convention Center

JANUARY 25, 2014

Charlotte, NC • Charlotte Convention Center

FEBRUARY 1, 2014

Nashville, TN • Nashville Convention Center

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WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even there. Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity! Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.

Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

Rogue Chopper has the fix for this problem; The Scavenger Total Oil Change System. This clever yet easy to use system effectively purges all the oil from the engine when performing an oil change. With this we get no old broken down oil mixing with new oil so our new oil stays fresh longer. It's great if you want to switch to synthetic oil from regular oil or the other way, but either way it's a great product.

But seeing is believing. Visit the Rogue Chopper website: **www.roguechopper.com** and see the video of how it works on your bike. Don't have web access, call for a free info pack. Once you have used the Scavenger you will never have to pretend like it's not there again.

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TUMBL

Tom Unger is a patient guy who rolls out of one custom project and tumbles into the next, but he knows what he wants. For the past five years he has rat-holed away quite a collection of custom bike parts. He brought them to Kirk Taylor at Custom Design Studios even though Kirk's shop is more than 100 miles away from Tom. He trusts the work of Custom Design Studios since he had Kirk build his last two projects.

Kirk had to caution Tom, "No burnouts!"

EWEED

TOM UNGER

Is Rollin', Rollin', Rollin'

About a year ago, Tom turned up with this cool, billet, 124-inch engine from Enginuity complete with rocker boxes that look just like the ones cast by Pat Kennedy back in the day. Tom also had a bare-bones tank shell from Independent, but there was no getting the cap off. Just as Kirk was ready to take the vise-grips to it, he turned it the wrong way and discovered that it had been built with a right hand threaded bung.

The really cool-looking brushed-nickel-tipped exhaust pipes began as a set of standard SuperTrapp X-Pipes, but after a bit of alteration Kirk has them breathing around the BDL right-side drive. George Pacheco made the lipless custom hubs with standard issue spokes, so Kirk had to caution Tom, "No burnouts!"

Wiring and cable tidiness is as sanitary on Tom's "Tumbleweed" as any we have seen. Kirk's secret includes nifty stainless steel fishing rod eyelets that he can just weld on anywhere they're needed.

The really cool-looking brushed-nickel-tipped exhaust pipes began as a set of standard SuperTrapp X-Pipes.

Besides the ever-popular Custom Design Studios Velocity stack, Kirk included his newest delusional illusion—the Tumbleweed tag mount. In California, tags must be mounted horizontally, but in order to display this one vertically at a show, Kirk re-purposed an American-made, ten-dollar cast aluminum bicycle kickstand at its base.

This month you have chosen the lovely and leggy Jenna as your Fox Hunt Winner. Watching her rolling around with this Tumbleweed is enough to give ya the munchies!

—Cheese

Owner: Tom Unger
City: Livermore, California
Fabrication: Kirk Taylor
Model: 2013 Custom Design Studios
Time: If you have to ask, you wouldn't understand...
Chroming: Meclec Inc.

ENGINE
Year/make: 2013 Enginuity
Displacement: 124 cubic inches
Ignition: Dyna
Cam: S&S
Carb: DaVinci
Pipes: Custom Design Studios

TRANSMISSION
Year/make: 2013 Baker 6-speed
Molding: Kirk Taylor
Paint: Kirk Taylor
Type/color: DuPont Hot Hues/Root Beer, flat black
Special Paint: Kirk Taylor

FRAME
Year/make: 2013 Rolling Thunder
Type: right-side drive rigid
Rake: 43 degrees
Stretch: 6 inches up, 4 inches out
Shocks: none
Modifications: Kirk Taylor

ACCESSORIES
Bars: Custom Design Studios T-bars
Handlebar controls: Performance Machine
Fender: Custom Design Studios
Headlight: Custom Design Studios
Taillight: Custom Design Studios
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Mike Miller of Custom Design Studios
Gas tank: Independent modified by Custom Design Studios
Oil tank: Custom Design Studios
Primary: Belt Drives Limited
Seat: Duane Ballard
Grips: Custom Design Studios with internal throttle

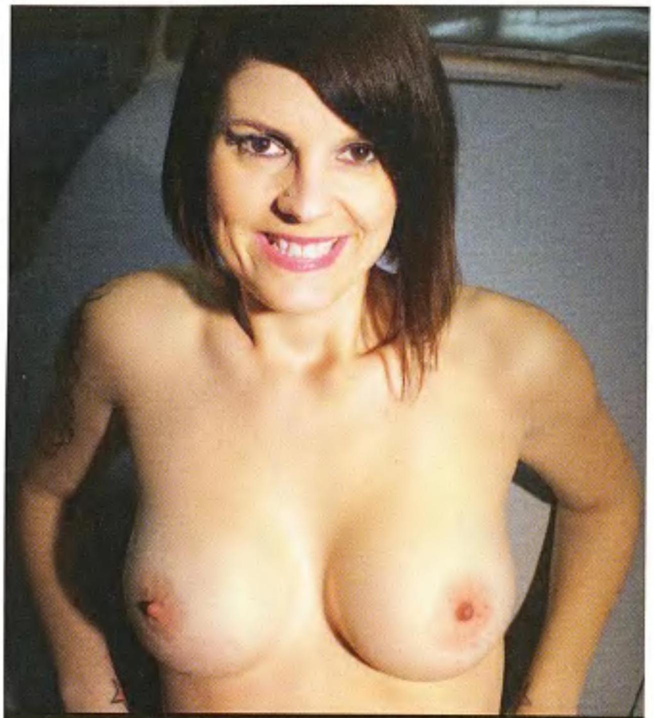
FRONTEND
Type: Jeri's Springer Front End
Extension: 13 inches over extension
Builder: Jeri's Springer Front End/Custom Design Studios

WHEELS
Hub: George Pacheco
Size: 21-inch front, 20-inch rear
Tires: Avon
Brakes: Brembo front, 3 Guys sprotor rear
Photos: Mike Chase

Meet This Month's Winner!

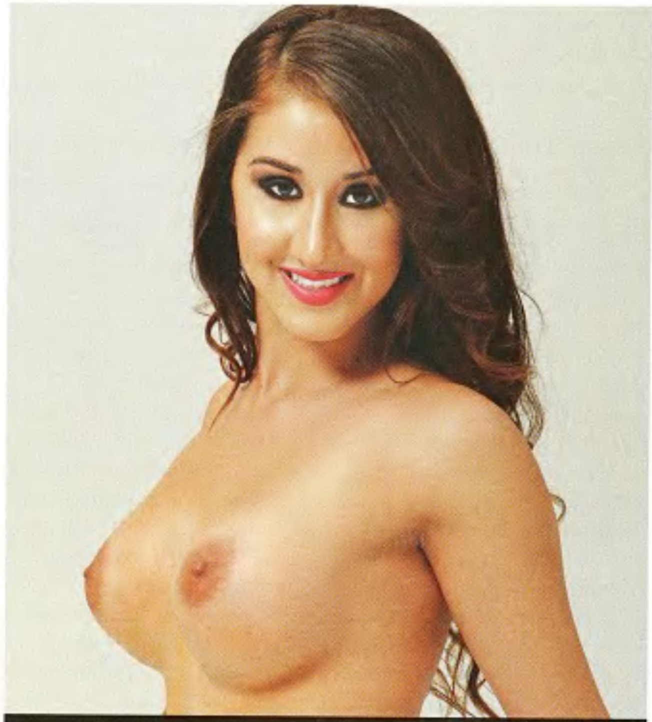
Meet Jenna from the wild northern climes of British Columbia. Thrill to the big boss Canadian beat as this vivacious Canuck snatches you from the clutches of boredom and delivers you to the wild ride of your own flaming gonads! Skip back to dig her Mona Lisa style as she flits and flutters aboard Tom Unger's righteous C.D.S. Tumbleweed.

—*Moosecock Montana*



#0201 Amanda–South Carolina

"My First ride on a Harley ride was fun, until I burned my leg on a pipe!"



#0203 Lisa–Arizona

"My first ride on a Harley was on a moonlit desert night. The vibrations tickled my lower chakras and made me spiritually quite horny."

#0202 Encina–Arizona

"My first Harley ride made me so wet I had to give the driver a reach-around."

#0204 LShima–Florida

"My first Harley ride rocked my world. What girl doesn't want her hair blowing in the wind like that?"

FoxHunt

Win $1,000!

After 40 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders*, Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt Winner as selected by you marvelous meatheads. Meet sweet Victoria of the fair state of Indiana where naked Hoosiers swing from the trees. Come back next month or we'll come to your house and fart in your mailbox!

488

FOX HUNT
P.O. Box 3000,
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91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
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Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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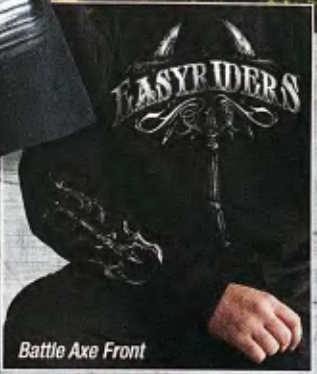

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A Touch of Black Magic

Phil and Lynn Hoffman of Black Magic Customs.

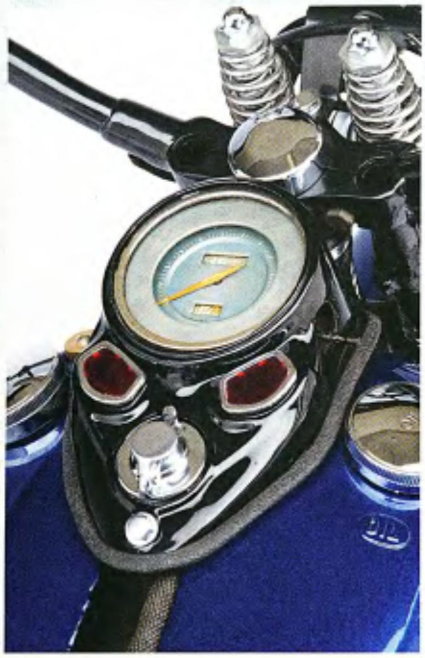
he year 1948 was a boom one in post-WWII America; the United States was strong and everything was meshing in gear, including Harley's tried and true 45-cubic inch flathead engine. The rugged and ridable "45" had served its country well overseas, and now back home it was still popular with returning GI's who often chopped them to their personal satisfactions. In the domestic U.S. market, the 45-cubic-inch (740 cc) motor remained in production until 1973 (last in the Servicar 3-wheeler). Today, a stock 1948 "45" is worth a mint, not only in monetary value, but also in sheer seat-of-the-pants fun-to-ride nostalgia. You could say they still retain their magic, especially when they undergo a 100% restoration by dedicated specialists in vintage American iron.

Al Meyer's 1948 seen here is one such example. It was meticulously reborn into its second century of use by Phil Hoffman of Black Magic Customs, the shop located in a tasty little corner of Illinois that happens to be named Sandwich. Hold the mayo, we ain't kidding. Sandwich, Illinois. It's on the map, 50 miles west of Chicago. Phil's lived there all his life, except during a tour in the Marine Corps.

Phil's wife, Lynn, the co-owner and "enabler" half of the dynamic duo at BMC, gave us the lowdown on the somewhat

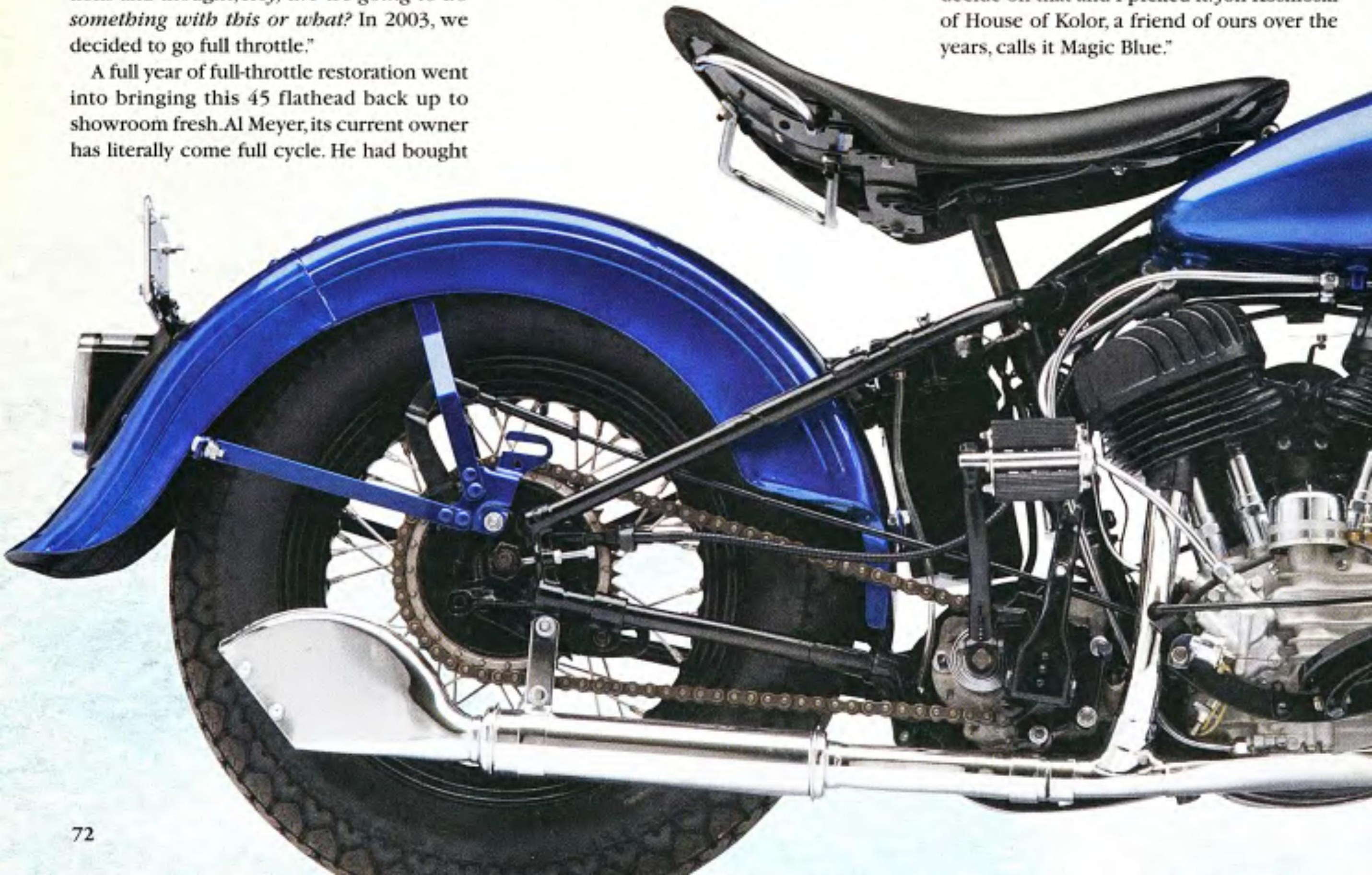
AL MEYER'S TASTY 1948 FLATHEAD

Meticulously reborn into its second century of use.



convoluted history behind the 45 seen here—and the history of their shop as well. About ten years ago Phil and Lynn started thinking about turning a hobby restoring panheads and shovelheads into a full-time enterprise. "Back then we already had two motorcycles featured in Paisano Publications and thought, *Hey, are we going to do something with this or what?* In 2003, we decided to go full throttle."

A full year of full-throttle restoration went into bringing this 45 flathead back up to showroom fresh. Al Meyer, its current owner has literally come full cycle. He had bought the very same bike when he was 16 years old back in the 1960s. "Then he had a little fender bender with the bike, so his mom said, 'No bike,'" Lynn tells us. "He sold it to a buddy of his, who tucked it in the corner of his garage and never did anything with it. Al, now the owner of a Ford dealership, eventually was able to buy it back and then brought it to our shop after seeing a story about us in *Easyriders* and said, 'Build it as if you were building it as your own.' A lot of work went into restoring the original parts instead of buying reproduction pieces. About the only thing not original was the paint job. Al let us decide on that and I picked it. Jon Kosmoski of House of Kolor, a friend of ours over the years, calls it Magic Blue."



The bike's current owner bought the very same bike when he was 16 years old back in the 1960s.

Phil and Lynn brought the fastidiously restored flatty to the 2009 Easyriders Invitational Bike Show in Columbus, Ohio, where it took First Place in the Antique School Judged Class. The bike is currently on display at Al's Ford dealership.

While they restore vintage iron, Black Magic also creates frame-up modern customs as well, that old-school magic extending into their new-school bikes.

—Paul Garson

Owner: Al Meyer
City: Sandwich, Illinois
GENERAL
Designer: Phil Hoffman/Black Magic
Fabrication: Black Magic Customs
Year/make: 1948 45-inch Harley-Davidson
Model: flathead
Assembly: Black Magic Customs
Time: 1 year
Chroming: Meclec
ENGINE
Year/make: 1948 Harley-Davidson
Rebuilder: Black Magic
Displacement: 45 inches
Cam: factory
Ignition: Harley-Davidson
Pistons: 30 over
Heads: stock
Lifters: Harley-Davidson
Carb(s): Linkert
Air cleaner: Harley-Davidson
Pipes: Black Magic
TRANSMISSION
Year/make: 1948 Harley-Davidson
Modifications: stock
Shifting: 3-speed
PAINTING
Painter: Tommy/Black Magic
Type/color: House of Kolor/Magic Blue
FRAME
Year/make: 1948 Harley-Davidson
Rake: stock
Stretch: stock
Shocks: rigid
ACCESSORIES
Bars: Harley-Davidson
Headlight: Harley-Davidson
Taillight: Harley-Davidson tombstone
Speedo: stock
Dash: stock
Pegs: Harley-Davidson
Electrics: 6-volt Harley-Davidson/BMC
Gas tank: factory
Oil tank: factory
Oil system: Harley-Davidson
Seat: Corbin Buddy
Mirrors: one
Grips: Harley-Davidson stock
Forks
Type: Springer
Extension: stock
Builder: Harley-Davidson/BMC
WHEELS
Size: 16 inch
Wheels: H-D
Tires: Continental
Brakes: H-D drum
Photos: Michael Lichter
Contact: Black Magic Customs, Inc.
815-786-1977
Blackmagiccustoms.com

Tough as Leather

Bikers are a tough lot for sure. We may not all be Stallones or Schwarzeneggers, but we sure are hardcore in our own right. The average cage driver would quit right quick if he had to eat bugs, pick bees out of his face, and squint the rain out of his eyes at 70 mph. It's amazin' what a hardcore biker will endure for the love of the ride, which brings to mind the story of Beezer, an old friend and ridin' brother who never let a little adversity slow down his ride.

Beezer got his nickname 'cause of his penchant for Brit bikes—BSAs mostly. He'd build hardtailed BSA choppers, ride the crap out of them for a while, then sell 'em and build another. When he rode with our old gang of crazies, he was always up front of the pack with his BSA wound out to the max. He rode like a mad man and was proud of the fact that he had "never been down on a street bike." Of course we reminded him of the old biker adage, "There are two kinds of bikers; those who have been down and those who are goin' down." And he would laugh it off and say, "Yeah man, it has to happen sometime—just not today!" Then he'd roar off with that upright twin just screamin' away.

To say the man rode hard would be a huge understatement. He was out in all kinds of weather (he'd slow down for snow) and at all hours of the day and night. He'd bar hop with us or disappear for a week or two with some chicky on the P-pad, then be back in town with a different chick hangin' on for dear life. Beezer kept us all smilin' with his wise cracks and his on-the-edge ridin' style and we were glad to have him around, although we worried about him a bit as well.

Yeah, Beezer sort of epitomized the hardcore chopper rider. One afternoon we pulled up in front of Bird's Place, our favorite waterin' hole. As we were all backin' to the curb, Beezer kicked down his sidestand right in the middle of the damned road and stripped off his jacket, all the while yellin', "I'm shot, I'm shot!" As it turned out, he had collected three wasps right up the sleeve of his leathers and they had stung the shit out of his armpit and chest. After we all stopped laughin', he just pulled his jacket back on, backed his bike to the curb and strolled inside to watch the dancers and have a beer.

Of course at one time or another, we all get to kiss a little pavement, just like the adage says, and Beezer took his turn on a foggy night while hard ridin' his chop at 3 a.m., on the twisty and pot-holed Old Town Road, out by the sand pits. It seems he had gotten a deal on a sweet, stretched and raked frame. It was straight as an arrow and cradled his worked BSA motor perfectly. The frame was all bondo'd and smooth as glass and Beezer decided to trust all the welds beneath that Bondo. That was a bit out of character but he was in a hurry to finish the bike up as he didn't like downtime one bit. Big mistake.

The way he tells the tale, he was hittin' sixty per on that twisty old road, throwin' up sparks and hangin' off her in the turns, when he came upon a big ass pothole. He hit it square in the middle and broke the neck section right off the frame. He says the girder took a right and he and the rest of the bike hung a hard left. The front portion of the frame dug in hard and launched Beezer on down the road. After crawling to the shoulder and checkin' himself for cracked bones and lacerations, he was happy to find he wasn't broken up too badly. His right pinky was stickin' out about ninety degrees so he yanked it hard and let it snap back to its original position. He pulled himself upright and proceeded to drag the bike parts onto some dude's lawn. There were no cell phones back then, so Beezer just started the three-mile hike to his place.

The next mornin' I got a phone call from Beezer. Seems he needed a hand pullin' the bike out of the back of his neighbor's station wagon. One look at him and his scooter and I had the whole story. The kid was a walkin' scab. There was a wooden ice cream stick duct taped to his pinky, and he was limpin' a bit, but his only interest was in getting' that BSA up and runnin. "Guess you guys were right about goin' down. Last night was my turn," he said with an ironic chuckle.

"Well, you did it in spectacular fashion. That's for true." I said. We proceeded to pull the banged up parts out of the station wagon and drag them into Beezer's tiny shop area. Within a few days he had constructed a frame jig, straightened the frame, rewelded the entire neck section, repaired the rest of the damage (which included everything from levers, to cables and side covers), and the bike was up and runnin'. Seven days after the wreck the boy was sittin' at Bird's Place tippin' dancers and drinkin' a beer while the BSA cooled down out front. That's what I mean when I say bikers are as tough as leather. It's always about the ride, not the destination. If the wind isn't screamin' in our ears we get antsy for sure and Beezer is a fine example of that. We don't even know exactly why this is so ourselves. It just is what it is.

My old ridin' brothers are spread throughout all 50 states these days, but when we get together for reunions, Beezer's story always comes up. I relate how I phoned him up 'bout 3 years ago. He lives in the Colorado mountains now. He's buildin' Ultralights for the pseudo rich. I asked him if he wanted to run up to Sturgis with me and without hesitation he said, "Hell, yeah. Stop over at my place, we'll leave from here. It's only seven hunnert miles, man. We can do it in a day." Yeah that was Beezer, all right.

Beezer met me at the state line, and had me follow him to his place out by the airport. He was runnin' an Evo. The thing was stripped down pretty bare and he was takin' curves the same way he always has. I was butt clenchin' in some of the turns. Eleven thousand feet up with no guardrails and Beezer was throttled up and grinnin'. When we got back to his shop he showed me the old BSA. Polished up, clean as a whistle, sittin' at the back of the shop, she looked ready to ride.

"You still ride her?" I asked, even though I knew the answer.

"Yeah I wring her out once in a while, but I got spoiled by that Evo Softail. Seems that night the BSA split in half I messed up my hip a bit, and these days I like a little comfort."

I had noticed a hitch in his giddyup when he dismounted the Evo, but it sure hadn't slowed him down in the turns. Yeah bikers are tough as leather—and nothin' can keep us from the ride.

—Z. Jakl

Photo: courtesy of Z. Jakl

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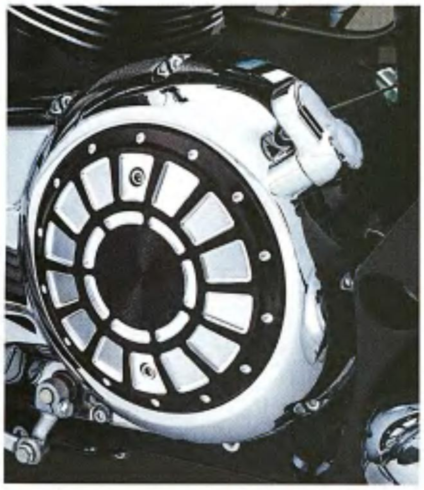

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Küryakyn is introducing a new line of covers and accents for Victory motorcycles. Named Bahn, the German word for road or street, the new line is designed to enhance the style of Victory motorcycles—a group of riders who historically haven't had much available to customize their bikes. Initial products in Küryakyn's Bahn line include left- and right-side ignition covers, as well as crank and clutch covers, with many more products in the works. All items in the new line feature a black anodized finish that has been offset with a clean looking machined cut for the perfect amount of contrast.

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Chrome Dome Motorcycle Products has introduced an exciting new line of products. The Retro Horn Cover has that clean line Retro feel. Shown here is the show chrome finish, also offered in polished marine grade aluminum, textured, satin, and gloss black finishes. CDMP has added several new products recently including a line of Derby Covers that are drop dead gorgeous.

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Bad to the Bone '72 Triumph Bobber

Gettin' Your Kicks

Back in the day, Ronnie Czaplicki's dad often took him to watch the dirt fly at the famous half-mile Ascot Park in Gardena, California. While the SoCal raceway faded into the history books back in 1990, it left indelible memories for Ronnie, who a few years later was riding his first bike, a Harley Softail. Just a few months ago, when his father was battling a major illness, Ronnie discovered a pile of old photos in a drawer, and among them were images of his dad racing a Harley Hummer in the 1950s and then riding a 1960s Triumph while overseas serving as an aircraft mechanic with the

Easyriders

U.S. Air Force. Until that point Ronnie didn't know that his father, a very quiet man, had ever owned bikes and been an avid rider.

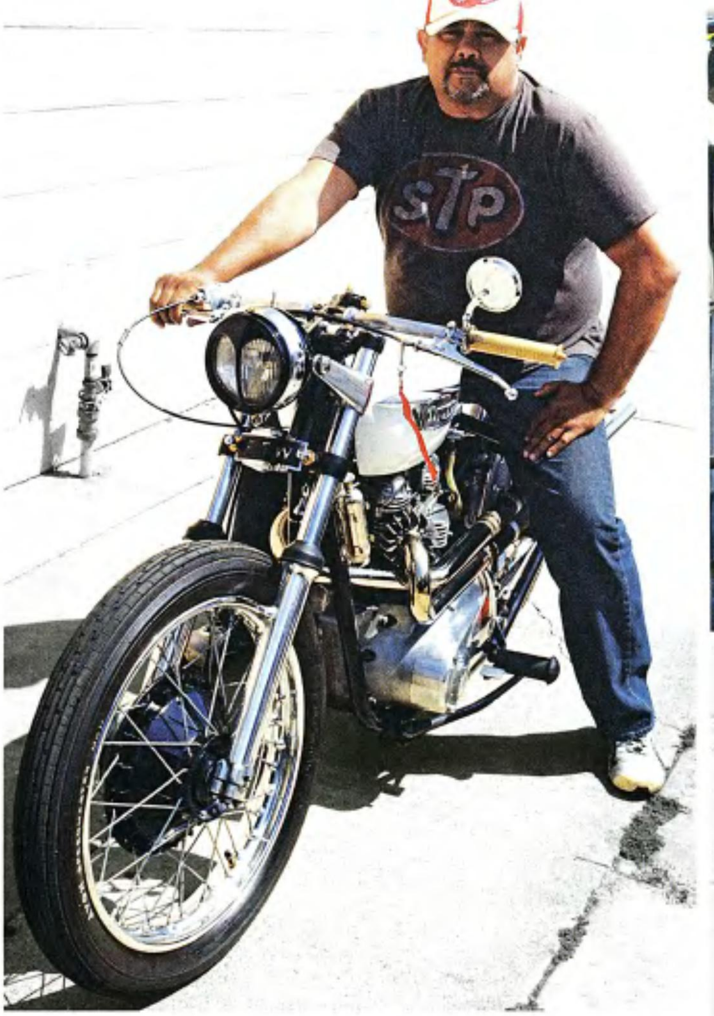
"So I decided I would build a tribute bike for him and set out to find a Hummer," says Ronnie, who in the meantime had himself become a Mercedes and BMW mechanic and a skilled restorer of vintage vehicles. "But then I found an interesting Triumph which was another bike he had had when he was young, so I started working on it. But I kept it a secret and wanted to surprise my Dad when it was finished."

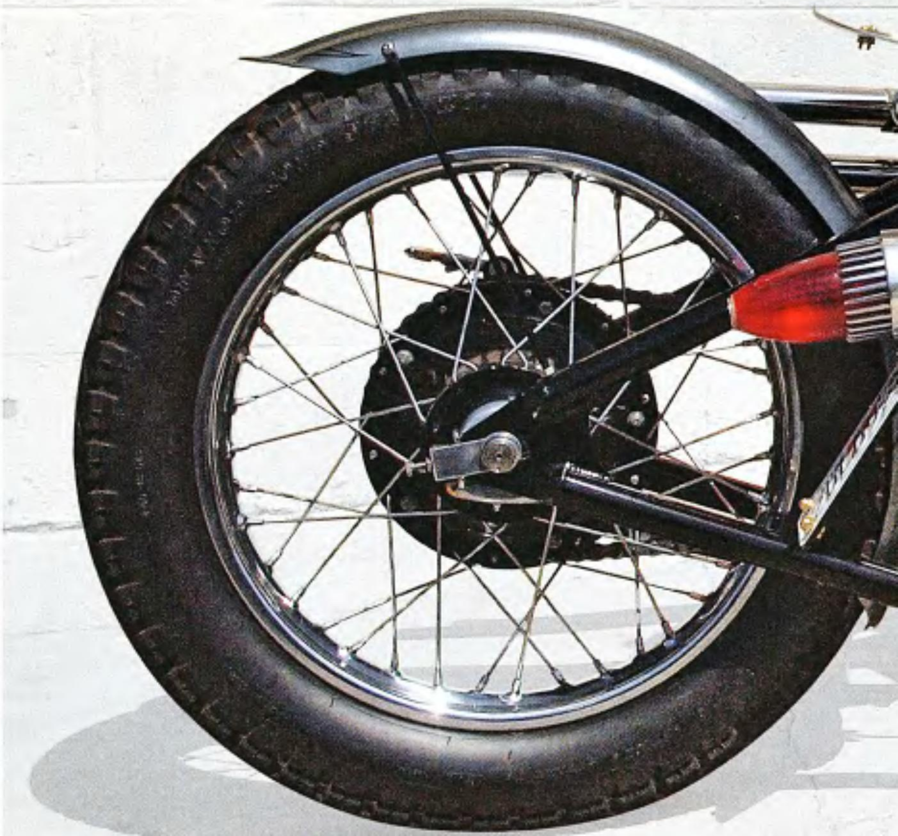
Ronnie converted the bike to a hardtail, extended it 6 inches and lowered it 3 inches in the front. The TR-6 650cc was freshened up and given a mild cam for midrange boost, a new Amal carb also bolted on. Spark is supplied by capacitor discharge, so no battery, but enough for the kicker to snap the bike into life. The high-mounted pipes are original NOS Wassell units while the brakes are Triumph but the front brake drum brake was specially resurfaced for extra stopping power. There's an 18-inch Dunlop in the back, a 19 Avon Speed Master up front. Another cool detail is the rare original 1959 Caddy "bluedot" taillight Ronnie found at a swap meet and used as the bike's rear brake light, while a Bates vintage unit shines up front. Ronnie modified the bike's hand shifter from a vintage unit originally found on a gasser drag car.

Ronnie painted the bike himself, a graphite silver/gunmetal grey, and then had famous pinstriper Harpoon add the final touches. Ronnie is a big fan of brass accents, so he added those touches to the handlebar grips, the seat, and the gas tank filler cap. He also found a sheet of old aircraft aluminum in his dad's garage and hammered out the seat which by the way is actually pretty comfortable. The antique brass house address numbers are "99" depending on which way you're looking and also match the numbers painted on the center mounted cylinder that looks like it might be the oil tank but since the 1972 Triumph came with an oil-in-the frame design, the cylinder serves as a tool box. "It's actually a grease trap from a Caterpillar tractor," Ronnie tells us. "The 99 was my old BMX racing number when I was a kid and also the one I used later when I was a stunt man for 14 years before doing the mechanic thing. I did some motorcycle stuff but mostly stunts with horses, like high falls, for movies and TV."

No falls, high or low, for Ronnie's Triumph. "It's long, light, torquey, fast, loud, and a real kick to ride. It was also was my first bike build so a lot of thanks go to Yoshi and Sonny Nutter at the Garage Company for the use of their tools and all the advice that made this bike possible." —*Paul Garson*

Photos: Paul Garson





9 9

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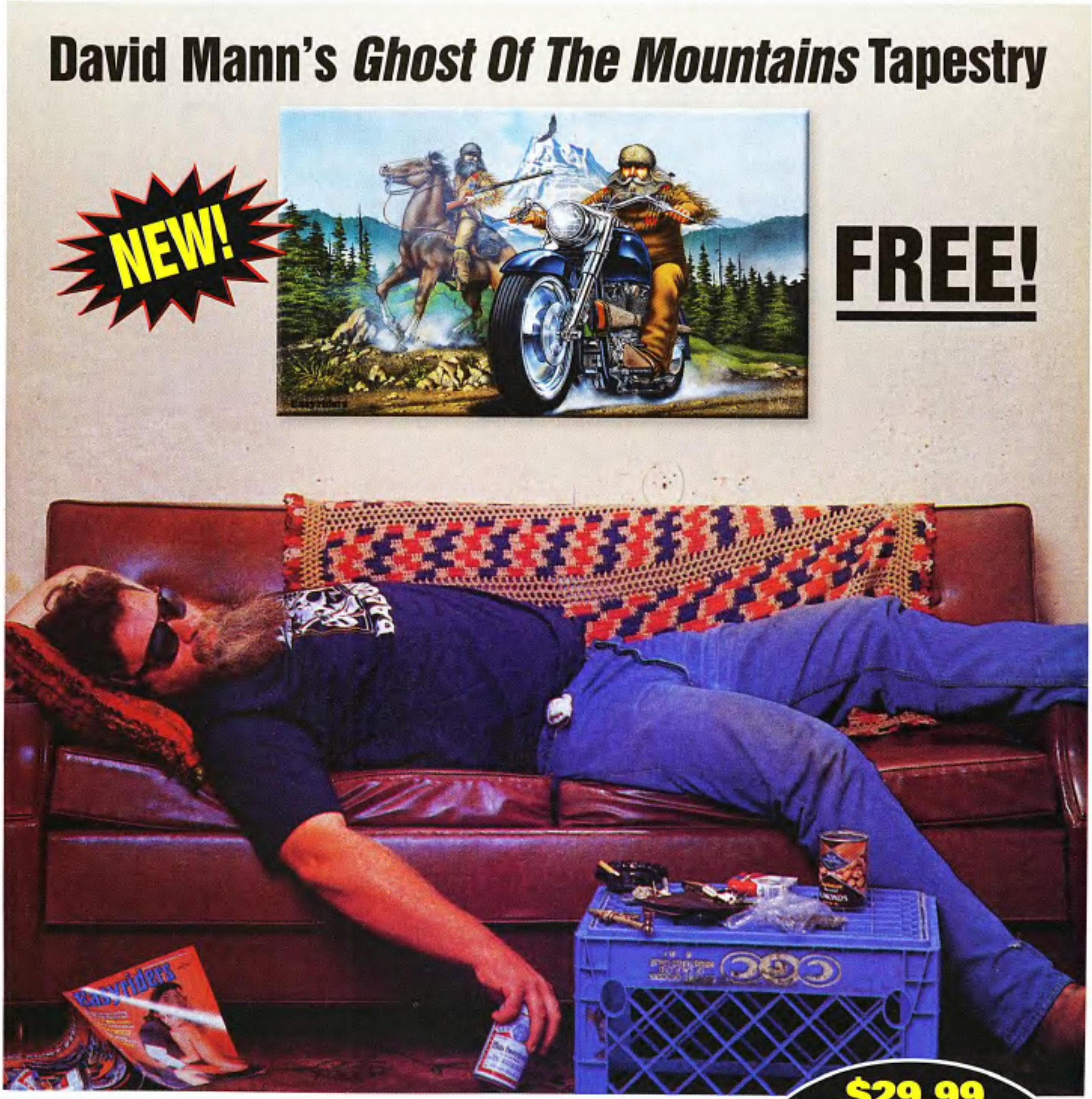

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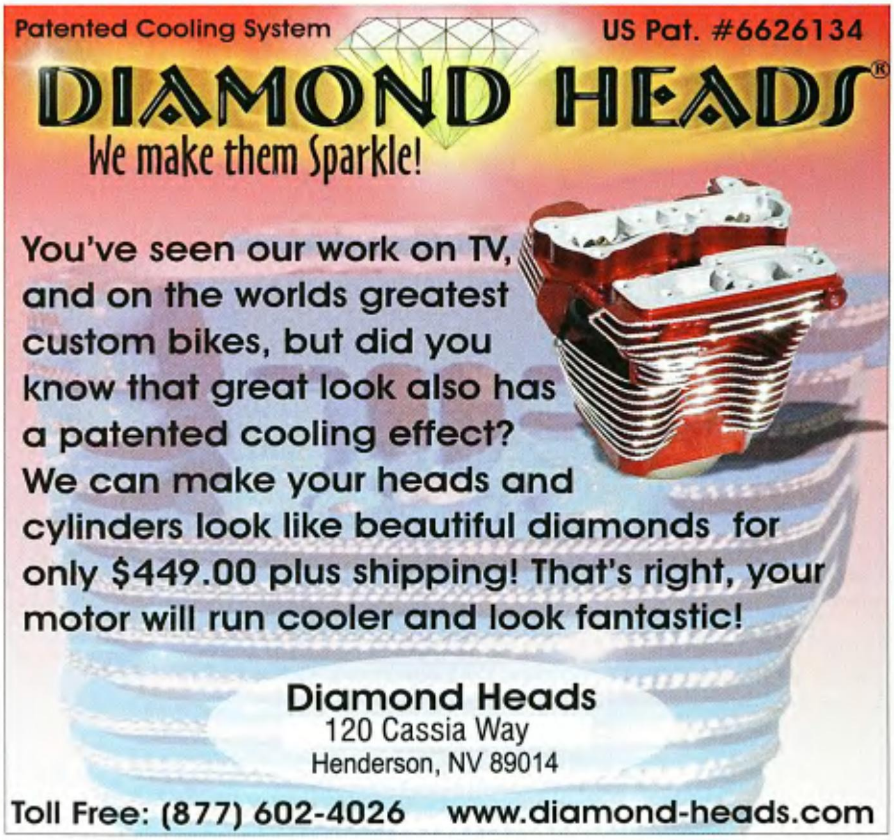
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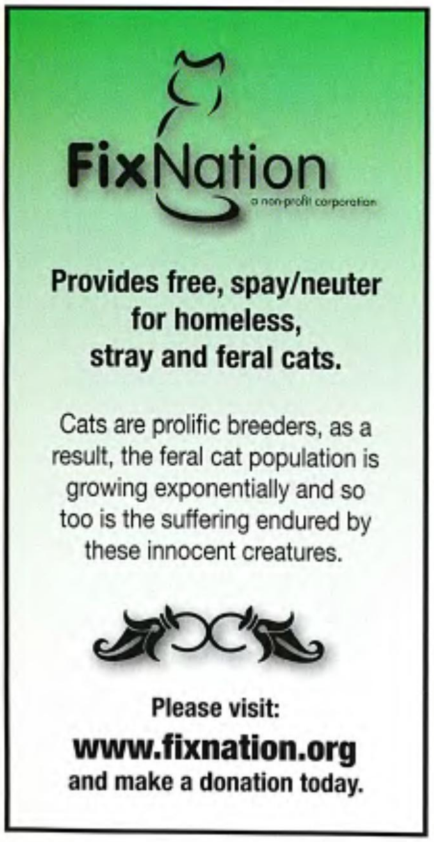
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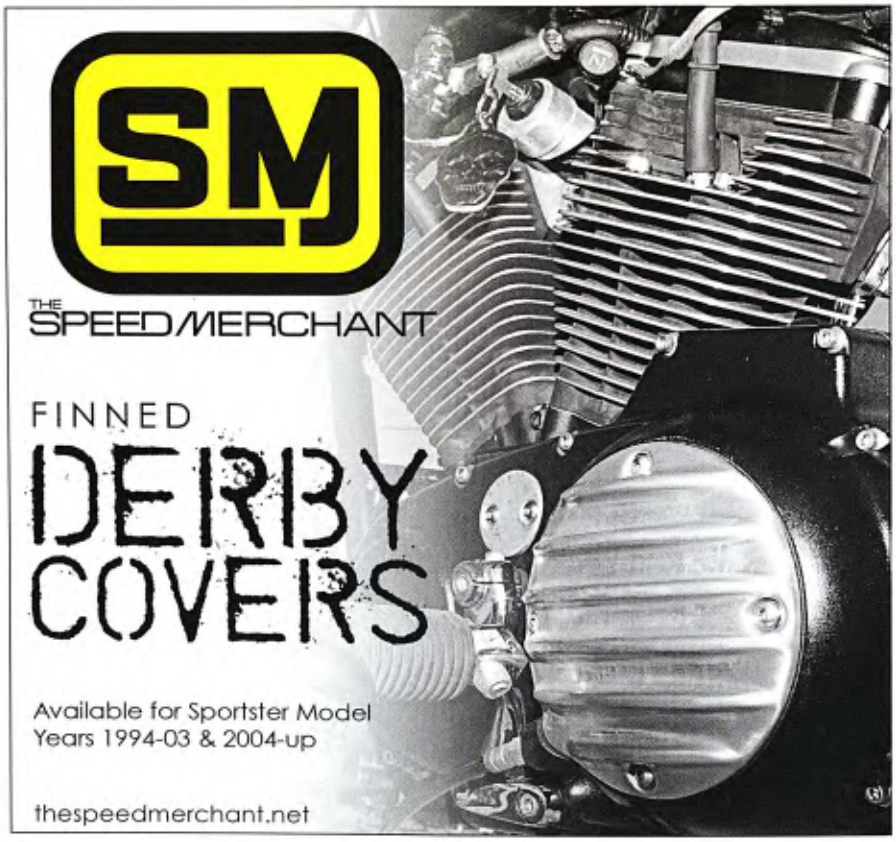
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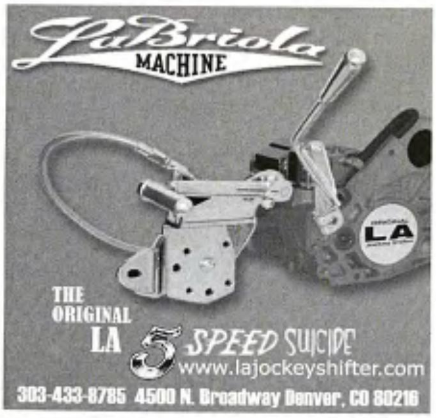
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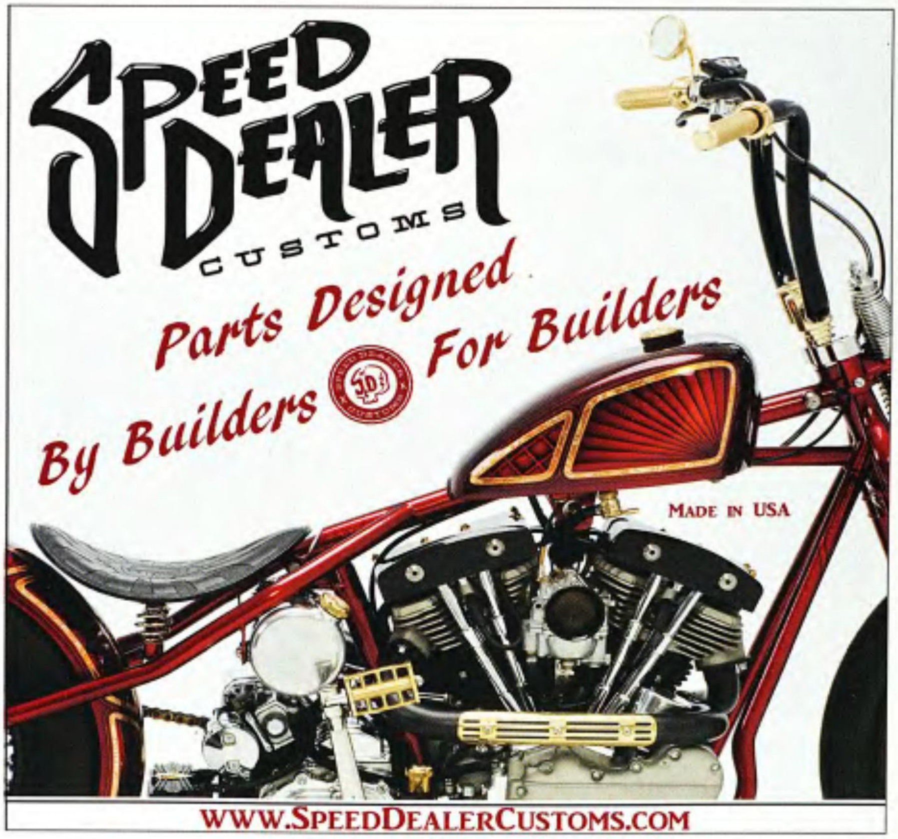

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Passin'Gas

Three young people met at a lecture. The first said, "My name's Paul, but I'm not an apostle."

The second one, also a guy, said, "My name's Peter, but I'm no saint."

Then the last of the trio, a lady, said, "Gee, my name's Mary, and I don't know what the fuck to say."

Bababooey
Big Apple

A Harley dealer led his new employee to the service bays. "First, I want you to wash all those tools," he instructed.

"But I'm a college graduate!" protested the new hire.

"All right," sighed the dealer. "I'll show you how."

Lotto
Ogden, Utah

Have you seen the new X-rated porno film for midgets?

It features full runtal nudity.

Klingdon
Shields Up

What did the nearsighted farmer's daughter say when she woke up under a cow?

"What are you guys still doing here?"

Ray-gun
Shields Up

Mad Mike came running into the small backwoods tavern, shouting excitedly, "I just shot an elk!"

"I never saw any elk around here," stated the bartender. "Are you sure it was an elk?"

"Hell, yeah," said Mad Mike. "I saw the membership card in his wallet."

Christopher Schirato
Columbus, Georgia

Did you hear about the new breakfast cereal coming out for us old graybeards?

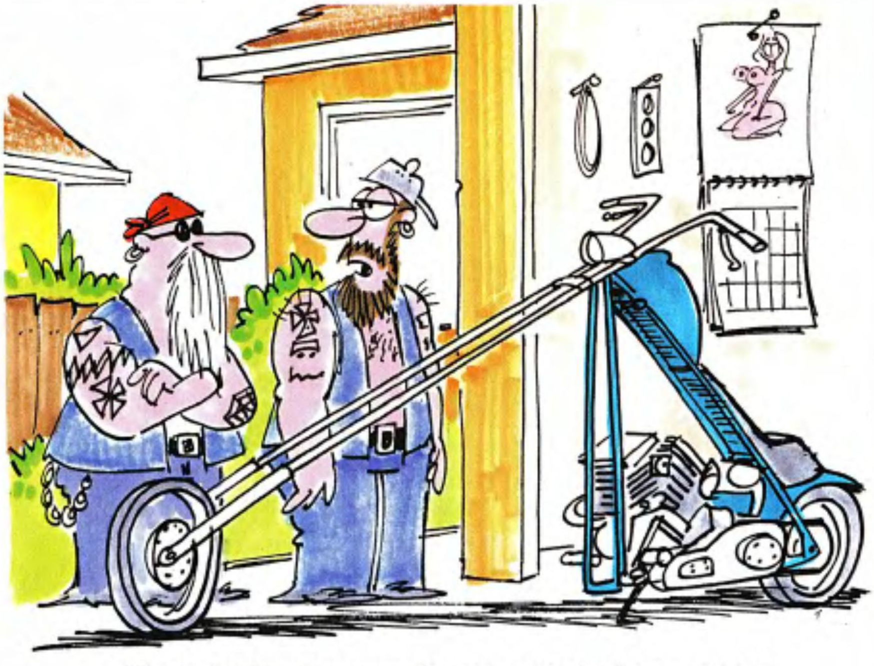
It's called "Nuttin's Raisin' Honey"

Popeye
Bartlett, Texas

Two Texas hardbellies were comparing notes. Said one to the other, "Horny bikers are all alike."

Nodding in agreement, the other Texan chick said, "Yeah, horny bikers are all ah like, too."

Buzz
Colorado Springs, Colo.



"It's ok, but I can't go over 40 or the ol' lady slides right off."

What did the dyslexic cop do after raiding the strip joint?

He put the girls behind bras.

Gracie Goodnight
Burning George

Stray dogs were overrunning a neighborhood, and the front lawns up and down the street showed it—they were virtual minefields of steaming dog shit.

While everyone else on the block would grab shovels and pooper-scoopers to clean all the turds out of their yards every day, one old man at the end of the block would come out in the mornings with a Mason jar and an eyedropper, and he'd apply a few drops to each of the piles of dogshit—which seemed to always magically disappear by the afternoon.

Out of curiosity one day, one of the neighbors asked the old guy, "Tell me, what is that stuff you use that works so well on the dog droppings?"

"Bacon grease," he replied.

Butch Gordo
Sun Valley, Nev.

A chick goes to the eye doctor, and he pulls out the eye chart. He starts at the bottom line.

"Can you see this?"

"No."

He goes up one line.

"Can you see this?"

"No."

He goes all the way up to the largest letters.

"Can you see this?"

"No."

Frustrated, the doc whips out his dick and says, "Well, can you see THIS?"

"That I can see!" she exclaims.

"Just as I thought," snaps the doc. "You're cock-eyed."

Manny
Kings Beach, Calif.

How many perverts does it take to screw in a light bulb?

Just one—but it takes the whole emergency-room staff to get it back out.

Greg Figel
Munsing, Mich.

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EASY BREATHING

The Super Scoop from Wimmer Machine

Although it is a very small and basic part of your motorcycle, the air filter is one of the few parts that sets the tone of the bike's style. The reason for this is that the air filter housing sits out in the open between the cylinders on the bike's right side. When looking at the bike, the eye is drawn to the air filter's housing. Over the years Harley has attempted to style its air filters in such a way that they become an iconic part of the V-twin motor—like the "ham can" of the 1970s.

We are always on the lookout for parts that kind of disappear and let the motor's cylinders stand out. In that quest we think we have found a winner: the Super Scoop from Wimmer Machine, which has taken the concept of less is more to a new level. This air filter measures about 9 x 5 inches and is tucked in so close to the motor's cylinders that it is almost invisible, but not quite, and part that you do see is very handsome.

The air filter is made up of two assemblies—the throttle body/breather mount and the air filter element and housing. The breather parts are chrome-plated aluminum, while the steel element housing is a steel part that is finished in chrome and black. The air filter owes its compact size the ingenious element that Wimmer has developed. It incorporates the throttle body mount and the element cover mount into its base. In addition to being compact, the element is washable.

We installed the air filter on a hot rodded 2009 Road King. Its black and chrome finish complemented the bike's styling and also functioned perfectly.

—John Sullivan

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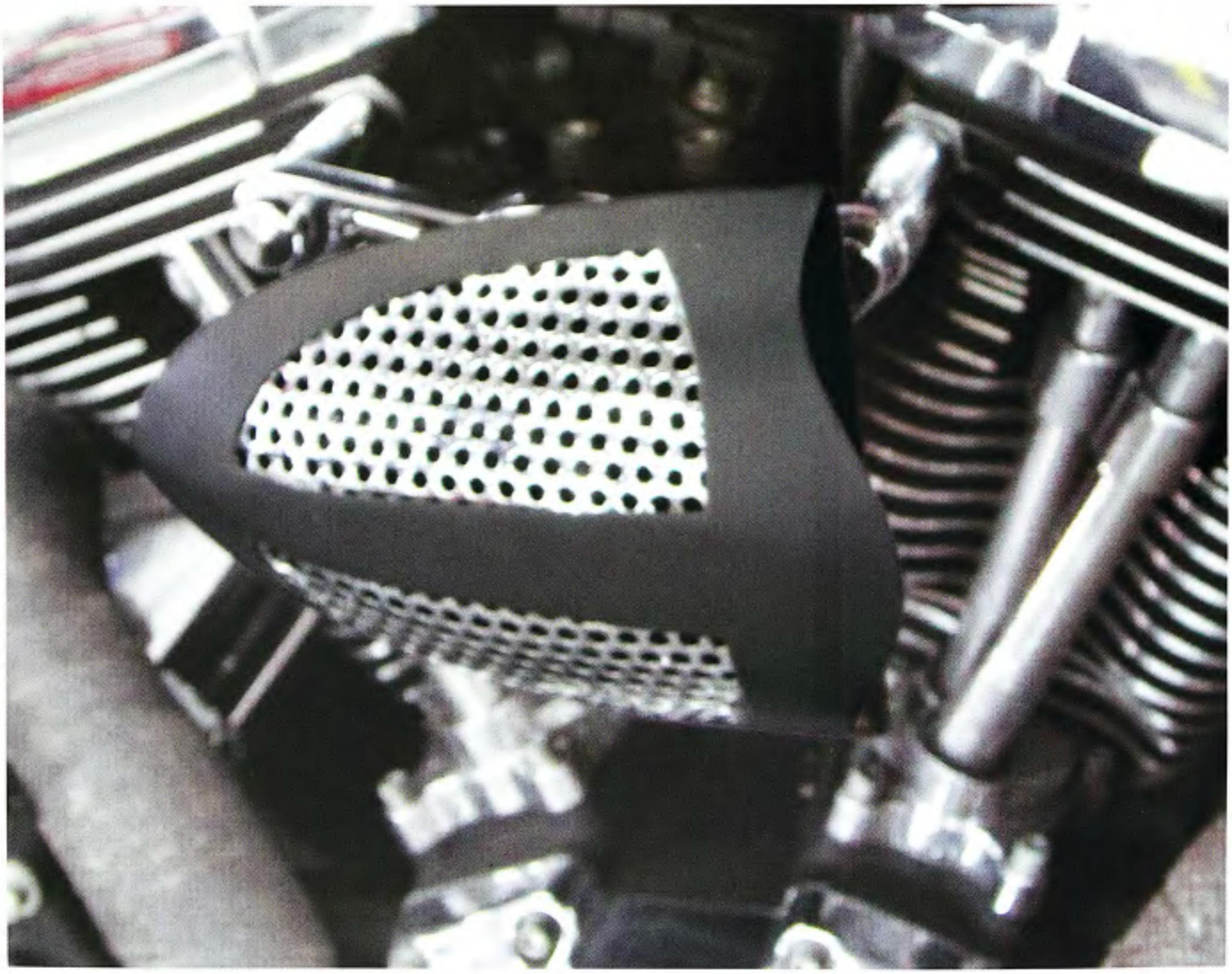
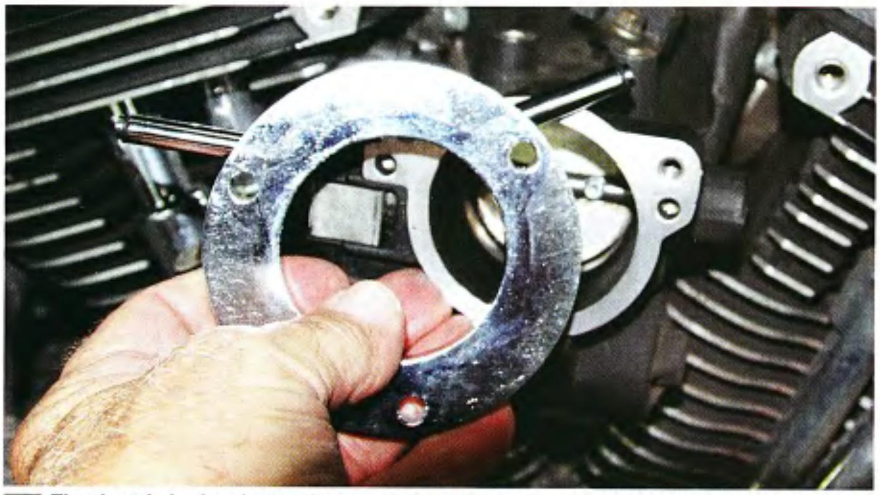


1 The actual filtering element features a lip around that secures it inside the housing.

2 The actual filtering element features a lip around that secures it inside the housing.

3 The throttle body adaptor is also the motor's crankcase breather manifold.

4 The inner surface of the air filter has a molded spigot the clamps over the end of the air filter-mounting ring.



5 The throttle body adaptor ring, along with its two breather tubes is fitted to the end of the throttle body.

6 The air filter mounting ring is then fit over the opening in the throttle body mount. It is attached with three Allen bolts.

7 The throttle body mount is then fitted over the adaptor and is secured with three Allen bolts. The mount's two flanges are secured by two hollow bolts that fit into spacers that have drilled passages to accept the breather tubes.

Photos: Wendell Christopher

ReadersRides

Nathan Six
Machesney Park, Ilinois
1975 Super Glide

It's fair to say that Nate Six (apparently no relation to Nikki Sixx) is way out there. I am basing this assessment purely on the way his bike looks, a bike that he has, he says, designed and built mostly by himself.

He started out with a more or less stock Super Glide but then thought it needed a 93-inch S&S shovelhead engine with a 4 1/2-inch stroke and a 3 5/8-inch bore. That's fairly radical, but when you stick that into a very modified stock frame with an oil tank in the downtube, well, I don't know about you, but that ranks pretty high in my book of "way-out-thereness."

Of course, such an intensely modified frame requires a looong front end to give it some balance, both optically as well as physically, and that's what you got here with a 16-inch-over springer.

Your average "out there" builder might add a nicely weird paint job and call it a day, be satisfied with what he's done, but not Nate. Slate metal gray and red and white pinstriping added a lot of character. For even more character, there's also a couple of Crupi BMX pedals attached, one to the brake pedal, the other to the clutch lever. And then there's that gynormous skull that functions as air cleaner housing and has eyes that light up and a movable jaw that works off the secondary throttle cable on the carb.

Talk about way out there! *—Tripper*

Photos: Owner

Photos: Owner

Dwane Olson
Ocala, Florida
2002 1200 Sportster

Dwane says he found this purdy li'l Sporty in the marina area of his hometown where it had been sitting around and collecting rust for what looked to be quite a long time.

But then again, rust grows fast in Florida, just like mold and about everything else. "I got a good price on the Sporty on account of its rust, though," Dwane says.

Once he had her home, he took the bike apart and cleaned her off, and what wasn't usable anymore, he replaced. "I went to a lot of swap meets," he says, adding that although he is a painter by profession and occasionally builds bikes for customers, he also likes to do his own projects just for fun. And this Sporty was one of them.

He also sandblasted just about every part before he put her back together, and he bobbed the rear fender, added a Stage III kit, and did lots of other little details that might not be so obvious to the untrained eye.

Fortunately, our eyes are professionally trained and spotting Dwane's Sporty at the Boardwalk Bike Show at last year's Biketoberfest was a given. Turns out, the judges were of a like mind and awarded Dwane second place in the Sportster category.

It should be added that this wasn't Dwane's first foray into the Boardwalk battle. "Some of the baggers I've done in previous years have also won, and some even showed up in *V-Twin* magazine," he says proudly.

Dwane's currently working on a custom flathead, and I, for one, am already itchin' to take a gander at what he might come up with. *—Tripper*

Comin' At Ya

The mighty March issue of *Easyriders* (No. 489 features cool coverage of Harley's 110th Anniversary in Milwaukee! We'll also take you to the Grand National Motorcycle Rodeo in Chillicothe, Ohio, to reveal the nation's top two-wheel cowboy. Ride with us to Vegas BikeFest and stop by the J&P Summer Bash in Iowa.

Custom bike features will include a wild Powerplant panhead, Phil Hoffman's madcap shovel, Tommy's Joyce's badass bobber, a KewlMetal Kingpin, a Chopp Shop brilliant bagger, and a sweet Speed Dealer shovel.

Plus we'll bring you some sexy cycle sirens, crazy-ass humor, tasty tech tips, and we'll burn one with metal and paint wizard, Ron Finch. It's all rompin' your way like a heifer in heat in the March madness *Easyriders*!

On sale February 4

The sensational March issue of *V-Twin* (No. 155) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes extra tech tips, and of course, no nudity.

On sale February 4

This gut-grabbin' issue of *In The Wind* (No. 156) brings you all the madcap, two-wheeled shenanigans found at the 73rd running of the Black Hills Classic—Sturgis! See how we do it at the Easyriders Saloon and discover the best biker babes ever to get spanked with a car antenna! Ride with us to the Hangtown Vets Bike Show, and discover the ROAR of Rolling Thunder XXVI!

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